The Hong Kong Daily Press.

No. 5312 號二十百三千五第 日七十月十年戊申治同 HONGKONG, WEDNESDAY, 25TH NOVEMBER, 1874. 三拜禮 號五十二月一十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

November 24, YUENG-PAN, Chinese gun-boat, 700, Afat, from Formosa, Taiwanfoo.
November 24, NESTOR, British str., 1,414, Courtenay, Foochow 22nd November, Cotton.—BUTTERFIELD & SWIRE.
November 24, SUWA, German bark, 290, H. Harrken, Keelung 17th Nov., Coals.—JARDINE, MATHESON & Co.
November 24, SIR HARRY PARKES, British ship, 806, Thos. Stephens, Whampoa 23rd November.—OLYPHANT & Co.
November 24, CHING-AN, Chinese gun-boat, from Canton.

Departures.

November 24, H.I.C.M. gun-boat AN-LAN, for Cheung-chow.
November 24, HANS, for Whampoa.
November 24, ELLON CASTLE, for Chefoo.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 24TH.
Hans, for Whampoa.

Passengers.

ARRIVED.

Per *Nestor*, str., from Foochow:—
Mr. and Mrs. Lawrence, Mr. and Mrs. Taylor, Mr. and Mrs. Andrews, Misses Jennie Nye and Emma Rogers, Messrs. Freyberger, C. Herbert, Oliver, Batson, and Price, two second class, and 37 Chinese.

Per *Suwa*, from Keelung:—
1 Chinese.

Reports.

None.

FOOCHOW SHIPPING.

ARRIVALS.

(*From Hedge & Co.'s Weekly Shipping Report.*) *Pagoda Anchorage, 20th November.*

November 18th, Pelikan from Hongkong; 14th, str. Yesso from Hongkong; 17th, str. Sea Gull from Hongkong, str. Dragon from Shanghai; 18th, str. Kwangtung from Hongkong; 19th, str. Nestor from Shanghai.

DEPARTURES.

November 15th, str. Cawdor Castle for London, str. Yesso for Hongkong; 17th, str. Glenfalloch for London, str. Mongol for Shanghai.

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	From.	Dates.
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Broma	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Bonita	Cardiff	Sept. 18
Varuna	Hamburg	Sept. 19
Nankin (s)	London	Sept. 20
Ocean (s)	Glasgow	Sept. 24
Life Brigade (s)	Shields	Sept. 26
Formosa (s)	London	Sept. 30
Lyee-moon	London	Oct. 2
Crocus (s)	London	Oct. 2
Fluellin	Sunderland	Oct. 5
Miako	London	Oct. 7

Auction Sales To-day.

None.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & CO.'S PRAYA PREMISES.)

THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD, Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA "	QUEEN'S "
SEED "	ASSORTED "
SULTANA "	GINGER "
TIFFIN "	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.

Plain Biscuits.

SODA BISCUITS.	BUTTER BISCUITS.
WATER "	ABERNETHY "
WINE "	RICH CHEESE "

Also,

Oatmeal Cakes; Breakfast Buns, plain and with fruits; Soda Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Bread; French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.

WEDDING and CHRISTENING CAKES made and decorated.

1m 1810 Hongkong, 2nd November, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

AUGUSTINE HEARD & Co.,
General Agents.

tf 876 Hongkong, 4th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	¼ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	½ " "
Godowns, Offices, Shops, &c., and their Contents	1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days	⅛ of the annual rate.
Not exceeding one month	¼ " "
Above 1 month, and not exceeding 3 months	½ " "
Above 3 months, and not exceeding 6 months	¾ " "
Above 6 months	the full annual rate.

GILMAN & Co.,
Agents.

tf 1903 Hongkong, 8th May, 1874.

Banks.

THE QUEENSLAND NATIONAL BANK, LIMITED.

Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.

DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.

AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.

GENERAL MANAGER:
E. R. DRURY.

BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.

AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.

AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.

AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.

AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.

AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.

6m 1139] [July 21, 1874.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....775,000 of Dollars.

Court of Directors:—

Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.

Ad. André, Esq.	A. F. Heard, Esq.
E. R. Belilios, Esq.	H. Hoppius, Esq.
J. F. Cordeiro, Esq.	S. D. Sassoon, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to

JOHN S. LAPRAIK,
Administrator.

1772 Hongkong, 27th October, 1874.

In the Goods of MANOEL DA SILVA, *Deceased.*

ALL Persons having any CLAIM against the above Estate are requested to send in Particulars of their Claim to the Undersigned before the 1st day of February, 1875, after which date no Claim will be recognised.

And all Persons being indebted are requested to make Payment without delay.

Dated this 12th day of November, 1874.

A. A. BOTELHO,
M. A. D'AZEVEDO,
Executors.

1m 1876]

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.

And all Persons being indebted to the said Estate are requested to make Immediate Payment.

J. FAIRBAIRN,
Administrator.

td 1777 Hongkong, 27th October, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.

tf 1561 16th September, 1873.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE,

1499 Hongkong, 23rd September, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.

tf 976 Hongkong, 19th June, 1873.

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street*
HONGKONG.

1428 Hongkong, 10th September, 1874.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00
Apply at the *Daily Press* Office.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed, by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co.,
Agents.

tf 181 Hongkong, 21st January, 1874.

Notices of Firms.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.

DOUGLAS LAPRAIK & Co.

1829 Hongkong, 2nd November, 1874.

MR. ABDOUL KADAR MOOSABHOY will act as the Manager of our Firm, for which he is authorised to sign from this date.

ABDOOLALLY EBRAHIM & Co.

6d 1938 Hongkong, 21st November, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.

A. MACG. HEATON.

tf 491 Hongkong, 31st March, 1874.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.

OFFICE:—*No. 50, Queen's Road Central.*

ED. CHASTEL.

3m 1812 Hongkong, 1st November, 1874.

NOTICE.

THE Undersigned hereby begs to notify for general information that there is no Partnership whatever in the Photographic business carried on under the Style or Firm of AFONG, the Undersigned being the Sole Proprietor.

Mr. M. NOGUEIRA MENDES is authorized to sign my name per procuration.

AFONG,
Photographer.

tf 1839 Hongkong, 4th November, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 3, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

FOR SALE.

THE Peruvian Ship

"EMIGRANTE."

For Particulars, apply to

WM. PUSTAU & Co.,
Agents.

1877 Hongkong, 12th November, 1874.

FOR SALE.

THE New Iron Screw Steamer

"OCEAN,"

built on the Clyde, classed 90 *A* 1, of 2,000 Tons Carrying Capacity; 160 Horse-power; with Compound Engines, consuming 15 Tons of Coal daily.

THE BORNEO COMPANY, LIMITED.

1807 Hongkong, 31st October, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at

TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or Agents.

The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.

Order Books can be obtained either at the DEPOT or at the WORKS.

KYLE & BAIN,
Proprietors.

1455 Hongkong, 17th September, 1874.

THE HONGKONG WHARF AND GODOWNS,

(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.

For Particulars, apply to

LANDSTEIN & Co.

1510 Hongkong, 23rd September, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.

tf 1042 Hongkong, 2nd July, 1874.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 58 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repaired also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

JOHN SKINKER, SAN FRANCISCO CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 26th August, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.

1y 790 Hongkong, 20th May, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,

TO-MORROW,

the 26th November, 1874, at Noon, at his Sale Rooms, Queen's Road,—

8 Cases SHERRY.
6 " CASSIA.
6 Rolls MATTING.
Cases MATCHES.
COMBS.
BUTTONS.
Railway RUGS.
Woollen SCARFS and MITTS.
White FLANNEL.
Fancy CLOTH.
BUCKSKINS.
Colored MERINO.
An Invoice of STORES, comprising:—
W. SAUCE, PICKLES, MUSTARD, RAISINS, CURRANTS, &c.
An Invoice of Shoe BRUSHES.
Also,
(*For account of the concerned*),
Ex P. & O. S. S. "*Malacca*,"—

H
E in diamond } 1 Case BROAD CLOTH.
H C 1394/95

More or less Damaged by Sea Water.
And
By order,—
The EFFECTS of the late CHOY LEONG PO, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.

1943 Hongkong, 25th November, 1874.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Rooms, Queen's Road, on

FRIDAY

the 27th November, 1874, at Noon,—

Invoices of COWARD'S and RIMMEL'S PERFUMERY, ESSENCE OF ROSES, Assorted ESSENCES, Bears' GREASE, Jamaica and Marrow POMATUM, LIP SALVE, Shaving and Toilet SOAP, LAVENDER and FLORIDA WATER, &c., &c.

Regatta SHIRTS, Linen COLLARS, Table KNIVES, Wall PAPER, Table COVERS, &c., &c.

Also,

A few Cases 6lb. Tins Assorted Australian PRESERVED MEAT and SOUP.
29 Malaca CROOKS.
50 REVOLVERS.
Gilt Framed MIRRORS.
And
A few Pieces Worsted COATING.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.

1945 Hongkong, 25th November, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from the BARON DE CERCAL to Sell by Public Auction, on

FRIDAY,

the 27th November, 1874, at Noon, at his Residence, No. 3, Hollywood Road,—

The whole of his Handsome HOUSEHOLD FURNITURE, &c., comprising:—Drawing Room, Dining Room, and Bedroom SUITES, English-made Hair-covered SOFA, Recovered SOFA, CHAIRS, and Easy CHAIRS, Mahogany Centre TABLE, MIRRORS, Centre CARPET, Hearth RUGS, CLOCKS, ENGRAVINGS, Dining ROOM SIDEBOARD, WHATNOTS, CHANDELIERS, LAMPS, Card TABLE, [illegible] Best Narrawood Double-White-Lined WARDROBE, WARDROBES, TOILET TABLES and WASHSTANDS, Glass BOOK CASE, BEDSTEADS with MATTRESSES and CURTAINS, CROCKERY, WARE, GLASS WARE, PLATED WARE, &c., &c.

Also,

2 SEWING MACHINES.
1 Iron Mountain CHAIR.
And
1 Child's CARRIAGE.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.

1944 Hongkong, 25th November, 1874.

FURNITURE SALE.

LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction, on

MONDAY,

the 30th November, 1874, at Noon, at Messrs. RATNAI & Co.'s, No. 14, Stanley Street,—

The whole of their Household and Office FURNITURE, comprising Green rep covered Teak-wood drawing room SUITES, Blackwood Card TABLE, Centre TABLE, BRONZES, Gilt MIRRORS and ENGRAVINGS, Gilt CLOCKS, Green and Red rep Window CURTAINS, DINING TABLE, Dining Room CHAIRS, SIDEBOARD, CROCKERY WARE, Cut GLASS WARE, PLATED WARE, CUTLERY, Table LINEN, GASELLIERS, BRACKETS, Ice CHEST, Meat SAFE, BEDSTEAD, BOOKSHELF, WASHSTAND and SERVICE, WARDROBE, SOFA, CARPET and RUGS, COMMODE and Shanghai Bath TUBS.

DESKS, CHAIRS, Copying PRESS and STAND, Iron SAFE, Letter CLIPS, TABLES, Office CLOCK, BOOK CASE, TRUNKS, COIR MATTING, Hat STANDS, SEDAN CHAIRS,

&c., &c., &c.

Catalogues will be issued prior to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

1949 Hongkong, 25th November, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain WILLIAM BLETHEN, to Sell by Public Auction, on

MONDAY,

the 30th day of November, 1874, at Noon, on Board,

(*For account of the concerned,*)

The American Barque

"*JUNO*,"

of 300 Tons Register, or thereabouts, as she now lies in this harbor.

For Further Particulars or Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

1920 Hongkong, 20th November, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Superintendent of the P. & O. S. N. Co., to Sell by Public Auction (on board), on

FRIDAY,

the 4th December, 1874, at 12 o'clock Noon,—

The receiving Hulk

"*PORT WILLIAM*,"

of about 1,800 Tons Register, as she now lies in the Harbour.

The Hull, One Anchor, and 75 fathoms Chain to be sold in one lot.

Spare Anchors, Cables, &c., will be sold separately.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.1.7.

All Lots, with all faults and errors of description, at purchasers' risk, and to be taken delivery of within twenty-four hours after fall of the hammer.

The Steamer *Sacda* will leave the Company's Office Wharf at 11.45 A.M. on the day of Sale for the conveyance of intending Purchasers.

For further particulars and inspecting orders, apply to

CHAS. H. MORGAN,
Auctioneer.

1906 Hongkong, 17th November, 1874.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 28th November, 1874, at 2 o'clock P.M., at the Residence of J. COLLINS, Esq., at No. 59, Wyndham Street,—

The whole of his HOUSEHOLD FURNITURE, BOOKS, &c., comprising:—TABLES, CHAIRS, Glass BOOKCASES, WHATNOTS, OLEOGRAPHS, CARPETS, RUGS, LAMPS, MIRROR, CLOCKS, CHEST of DRAWERS, BEDSTEADS, Writing TABLE, WARDROBE, GLASS and CROCKERY WARE, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.

1916 Hongkong, 25th November, 1874.

THOMPSON & HAZARD

Invite Inspection of

THEIR NEW GOODS

FOR THE

AUTUMN AND WINTER SEASON.

LADIES' DRESSES,

In "HOME SPUN" and other new Materials.

LADIES' PARIS TRIMMED HATS

AND

BONNETS.

CLOTH JACKETS AND MANTLES,

Plain and Trimmed with Fur.

RICH BLACK SILKS,

In Grograin and Ducape.

PLAID SHAWLS

AND

AUSTRIAN BLANKETS

For Chair Rugs.

THE UNIQUE BODICE AND "MARIE STUART" CORSET.

COTTON AND LINEN SHEETING,

AND

HOUSEHOLD DRAPERY.

3, QUEEN'S ROAD,
HONGKONG.

1762 Hongkong, 28th October, 1874.

NOTICE.

THE Committee of the Macao Relief Fund having received several parcels of Clothes for the Sufferers by the Typhoon, beg to tender thanks to the generous donors; and as winter approaching, the rigor of which will be keenly felt by the destitute, who look up to the wealthy, and those in easy circumstances for relief, the Charity of the Public is again appealed to for further donations, especially of Children's Clothing, of which but little has been received. This appeal is particularly directed to the sympathy of Mothers of Families towards the Children of their own.

FRANCISCO DA SILVA MAGALHAES,
Secretary, Macao Relief Fund Committee.

1919 Hongkong, 20th November, 1874.

NOW READY.

PRICE $6.00.

初學階

CH'O HOK KAI,

A

HANDBOOK

OF

THE CANTON VERNACULAR

OF THE

CHINESE LANGUAGE.

BEING a Series of Introductory Lessons for domestic and business purposes,

By N. B. DENNYS.

*** This Work has been approved as a text book for the examinations in Chinese by the Government Examination Board of Hongkong.

For Sale at the

CHINA MAIL OFFICE.

14d 1897 Hongkong, 16th November, 1874.

ROYAL HOTEL,
MACAO.

THE above Establishment has been REMOVED to No. 103, Praya Grande, two doors from the former building.

This New House having formerly been the Hotel of Messrs. HOOKER and LANE, and lately the residence of BARON DO CERCAL, offers the best possible accommodation that may be desired in an establishment of this kind. The Undersigned, Proprietor of the above-named Hotel, has great pleasure in informing the Public that he has spared no pains to render his new Establishment worthy of general commendation. With the new improvements added to it, visitors will have in it every accommodation required, and as a family Lodging, Ladies will find it both nice and comfortable; the Bath Rooms are all on the same floor as the Bed Rooms, most of which have fire places, and are situated in the quietest part of the House.

The Undersigned, in commending to the Public his new Establishment, begs to solicit a continuation of their Patronage.

L. A. DE GRACA,
Proprietor.

Royal Hotel,
Macao, 7th November, 1874. [1851

JUST RECEIVED,
Per German Steamer "Sylvia."

PRIME HAMBURG MESS PORK.
Do. Do. Do. BEEF.

MACEWEN, FRICKEL & Co.

1m 1896 Hongkong, 16th November, 1874.

FOR SALE.

A FOUR-HORSE Power Upright Stationary ENGINE and BOILER, Complete.

Apply to

A. MILLAR & Co.,
Plumbers, &c.,
Queen's Road East.

1341 Hongkong, 27th August, 1874.

FOR SALE.

EX "COSTA RICA."

CALIFORNIA WINES, from the "Buena Vista Vinicultural Society."

This Society's Produce obtained "Mention Honorable" at the Paris Exhibition in 1866, and "Médaille de Progrès" at the Vienna Exhibition in 1873.

WHITE WINES, in cases of 1 doz. Quarts.			
Do.	do.	2	" Pints.
HOCK, ...	do.	1	" Quarts.
CLARET, ...	do.	1	" "

CHAMPAGNES:—
National Grape.
Buena Vista.
Pearl of California, in cases of 1 doz. Quarts, and cases of 2 doz. Pints.

FREDERIC DEGENAER.

tf 1580 Hongkong, 30th September, 1874.

STEAM FERRY.

THE Steam Ferry Company's new and commodious Steam-launch "*CITY OF VICTORIA*," otherwise called "*FI-YING*," will run daily between HONGKONG and YOW-MA-TEE, leaving Messrs. VOGEL, HAGSDORN & Co.'s Wharf for YOW-MA-TEE every hour, from 6 A.M. to 6 P.M., returning every half hour. FARES:—For Europeans, Cabin Five (5) cents, Chinese 2½ cents. This boat and the "*KOWLOONG*" can be chartered for pleasure parties, and for towing purposes, at moderate rates, by applying to

AH YON,
Kwong Hing Shop,
67, Praya West.

tf 1926 Hongkong, 21st November, 1874.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

Intimations.

VICTORIA RECREATION CLUB.

TO CONTRACTORS.

TENDERS for RE-BUILDING the BOAT-HOUSE, GYMNASIUM, BATH-HOUSE, and other Buildings for the VICTORIA RECREATION CLUB, will be received up to Noon on the 30th instant, at the Office of the Undersigned, Hongkong Club, where plans can be seen, and other information can be obtained.

The Tenders may be for the entire work, or may be made separately for re-building the premises on shore, or for constructing the Bath-House.

The Committee do not bind themselves to accept the lowest or any tender.

EDWARD BEART,
Secretary.

9d 1929 Hongkong, 20th November, 1874.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of Shareholders will be held at the Head Office of the Society, Hongkong, on FRIDAY, the Eleventh day of December next, at Three o'clock P.M., for the purpose of authorizing certain alterations in the Articles of Association with regard to the Reserve Fund.

A subsequent MEETING will be held on MONDAY, the Twenty-eighth idem, at Three o'clock P.M., for the purpose of confirming such Resolutions as may be passed at the Meeting convened for the first named date.

By Order of the Board,

N. J. EDE,
Secretary.

45d 1887 Hongkong, 14th November, 1874.

FOR SALE.

A CARGO of Best MANILA HARDWOOD, including LOGS, 36 feet long and 26 inches square, to arrive per French Barque "*Amiral Devoaux*," shortly expected from the Philippine Islands.

For Particulars and Terms, apply to

CARLOWITZ & Co.

tf 1850 Hongkong, 9th November, 1874.

ESTABLISHED IN 1820.

C. LAZARUS AND CO.,

Incorporated with Shearwood and Co.,

BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,

BY APPOINTMENT TO

HIS EXCELLENCY THE VICEROY,

AND

H.R.H. THE DUKE OF EDINBURGH,

55, 59, 60, & 61, *Bentinck Street,*

CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and tried experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of testimonials during the last year of Indian Chiefs, Maharajahs, Ceylon, Burmah, Java, Straits and Persia, testifying to the superior make and quality of their Billiard Tables, and China [illegible] patrons to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for

THE NEW PATENT

ELECTRIC BILLIARD MARKER,

by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from

LANE, CRAWFORD AND CO.,

who have consented to act as

C. LAZARUS & CO.'S AGENTS

IN

HONGKONG, SHANGHAI, AND JAPAN,

and by whom

ALL ORDERS WILL BE RECEIVED

and forwarded to Calcutta by the EARLIEST opportunity. [1465

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the same rate all the year round.

HING KEE.

1y 742 Hongkong, 13th May, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.

tf 247 Hongkong, 5th October, 1874.

FOR SALE.

BEST PORTLAND CEMENT and FIRE BRICKS. Apply to

FREDERIC DEGENAER.

tf 1297 Hongkong, 19th August, 1874.

Intimations.

CITY HALL.

MISS CARRY GEORGE'S DRAMATIC AND BURLESQUE COMPANY.

FOR

FOUR NIGHTS ONLY!

THIS (WEDNESDAY) EVENING,
Nov. 25th,—

STERLING COYNE'S GREAT COMEDY

"THE WIDOW HUNT."

To conclude with the Farce, entitled

"THE TWO GREGORIES."

FRIDAY EVENING,
Nov. 27th,

"GRIST TO THE MILL."

And the Glorious Burlesque

"CINDERELLA."

PRICES:—

Dress Circle	$3.00.
Stalls	2.00.
Back Seats	1.00.

Doors open at Half-past Eight o'clock, Performance to commence at Nine o'clock sharp.

Plan and Seats at Messrs. LANE, CRAWFORD & Co.'s.

1948 Hongkong, 25th November, 1874.

FOR MANILA (*Direct.*)

THE Spanish Steamer

"EMUY,"

Artady, Master, will leave as above on MONDAY next, the 30th instant.

For Freight or Passage, apply to

REMEDIOS & Co.

5d 1947 Hongkong, 25th November, 1874.

TENDERS will be received at this Office until Noon of SATURDAY, the 28th instant, for the PURCHASE, during the 12 months ending 30th November, 1875, of Sound Empty PORTER HOGSHEADS, not required by this Department. The same to be removed upon each occasion of an accumulation to fifty.

Full Particulars can be ascertained from the Commissary in charge of Supplies.

C. M. MOLONY,
Assistant Controller.

Control Office,
Hongkong, 23rd November, 1874. [5d 1942

JUST RECEIVED,
*Ex S

To be Let.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."

Apply to

T. ALGAR,
9, *Hollywood Road.*

tf 977 Hongkong, 23rd June, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to

G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st September,

THE OFFICES over the HONGKONG DISPENSARY.

Apply to

A. S. WATSON & Co.

tf 1340 Hongkong, 27th August, 1874.

TO LET,
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to

LAMMERT, ATKINSON & Co.

tf 782 Hongkong, 19th May, 1874.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to

GILMAN & Co.

tf 834 Hongkong, 28th May, 1874.

TO LET,
With immediate possession.

DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and

No. 19B, Hollywood Road; Water and Gas laid on.

For Particulars, apply to

DOUGLAS LAPRAIK & Co.

tf 563 Hongkong, 15th October, 1874.

TO LET,
With immediate possession.

THE Large and Commodious HOUSE No. 14, Arbuthnot Road, lately occupied by Mr. VAUCHER.

Gas and Water laid throughout; also, Stables and Coach-house attached.

Apply to

J. A. CARVALHO.

1m 1895 Hongkong, 16th November, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.

Apply at the *Daily Press* Office.

Hongkong, 1874

DEATH.

Nov. 24th, at Murray Barracks, Hongkong, EDWARD H. B. O'GRIAN, Lieut. H.M. 80th Regt., aged 29 years.

The Daily Press.

HONGKONG, NOVEMBER 25TH, 1874.

WE read in the *N. C. Daily News* that the first hundred thousand taels of the sum which the Chinese have agreed to pay to the Japanese has been handed over by the Haikwan or Customs Bank at that port, and that the Shanghai Customs' Treasury will have to supply another hundred thousand taels for the same purpose. The circumstance is significant, as showing that, however little importance the Chinese officials at Peking may affect to attach to foreign trade, they are well aware of the pecuniary advantages which accrue from it, and know how to turn them to the best account. The large sums which have been collected as duties upon foreign goods have in fact been a standing protest against the reluctance which the Peking Authorities have always shown to take any steps to improve foreign trade in China. While they have averred over and over again that China could get on quite as well without foreign commerce as with it and is content to rely entirely upon her own resources, the Peking Government have been placed year after year in possession of a handsome revenue collected upon foreign goods or native produce sold to foreigners. The most important feature connected with this revenue has been the fact that it has escaped the rapacity of local officials and has been transmitted direct to the capital. This could only be effected by means of a foreign inspectorate, and if foreign trade with China had had no other result than that of saving a small quantity of the revenue of the country from the rapacity of the local mandarins, it would certainly be worthy of being somewhat more earnestly fostered by the Authorities of the Capital than has been the case. It would seem impossible to believe that this gain would not be more highly appreciated by a people who are so eminently characterised by a due appreciation of the main chance as the Chinese, and it is to be hoped that a judicious application of the lever in this direction may prove ultimately the means of obtaining further trading concessions. The art of collecting duties effectively was the first lesson which the Chinese learnt from foreigners; and indeed was for a very long time the only one. The Foreign Inspectorate of Customs long stood alone as the only illustration of Chinese and Europeans co-operating successfully in any administrative work—and it is obvious that the benefits to be derived from it were such as easily commended themselves to the shrewd minds of the natives. It is strange, therefore, that with this undoubted benefit staring them in the face they cannot see the advantage they would gain by a further extension of the system. It might be thought that the Peking Authorities would be even more anxious than foreign nations to increase a traffic which has proved so lucrative, and that they abstain from doing so, is one of the most curious proofs we have of the apathy of the Chinese officials. This apathy it is true may be to some extent accounted for by the opposition made by the Provincial Authorities to anything that may have a tendency to interfere with their powers and divert the revenues to which they think they have a prescriptive right, to the Capital; but past experience proves that, though the Peking Authorities are weak, they are able to overcome this opposition when they see fit to make an effort towards doing so; and it might be thought that they would by this time see their advantage in adopting that course. Possibly the convenience which the Customs Fund at Shanghai will evidently prove to them in the present matter, will induce them to see the utility of foreign trade at least as a source of revenue, and so make them less indisposed than they have been hitherto to meet the views of foreign nations in regard to the extension of trading facilities. There can be no doubt, however difficult it may be for Mandarins brought up in the old traditions and prejudices of their country to see it, that none would benefit more by an extension of foreign commerce than China and the Chinese.

We are glad to note the return of, by the steamer *Nestor*, Miss Carry George's Dramatic Company, who purpose giving a few performances in Hongkong. The first performance is announced for this evening, when Coyne's great comedy of *The Widow Hunt*, and the musical farce of *The Two Gregories*, will be presented.

Yesterday, in the course of a case in the Summary Court, Mymoodeen Icowa Khan and others v. Silva for $14.95, the plaintiff Mymoodeen was sentenced by Mr. Justice Snowden to 14 days' imprisonment for contempt of Court in perjuring himself. In another case in which one Tong Ayow claimed of Chun Achune the large amount of $1.10, a witness produced by the defendant was sent to seven days' imprisonment for contempt of Court by wilfully perjuring himself, and the defendant was told he narrowly escaped punishment for producing him.

Mr. Holmes applied to Mr. Justice Snowden for the hearing of a case, Sam Woh v. Forbes and others for $668, not on the list for hearing yesterday. He said, it was a claim for short delivery of cargo per steamship *Vancouver*. He had been to Messrs. Russell & Co., and they said they had no funds in hand belonging to the Trans-Pacific Company, and the only vessel belonging to that company in harbour was the *Vasco de Gama*, and she was chartered to the P. M. S. S. Co. The vessel was to leave on Wednesday at 3 p.m. and all security for the money would be gone if the vessel left before the case was tried. His Lordship, after consulting the Chief Justice, said he could not do anything in the matter unless affidavits were filed in court. Mr. Holmes said he did not care to go the length of arresting the *Vasco de Gama*, but applied to have the case tried before she sailed. The application was granted.

SUPREME COURT.

24th November.

ADJOURNED CRIMINAL SESSIONS.

BEFORE THE HON. CHIEF-JUSTICE (SIR JOHN SMALE.)

FORGERY.

Chun Kwok Whah, who pleaded guilty (1) to uttering a forged order for delivery of goods, and (2) with uttering a forged request for goods, on Messrs. Lane, Crawford & Co., and Messrs. Laumert Atkinson & Co., in the name of Messrs. Heard & Co.'s compradore, was now brought up for sentence.

Hon. C. C. Smith (Colonial Treasurer) wished to say a few words on behalf of prisoner. He had attended the Government School for some time. Since there he had been employed by his father-in-law and it was during the time that he was in that employ that this very sad occurrence took place.

The Chief-Justice: That this serious crime was committed.

Hon. C. C. Smith begged His Lordship's pardon; it was a serious crime. The prisoner was extremely penitent, and felt the disgrace he had brought not only on himself, but upon his father and his father-in-law. These two men were very respectable members of the Chinese community here, and if His Lordship would feel inclined to deal with the case in an exceptional way, he did not think it would be misunderstood. His Lordship was aware of the terrible result of sending a young man to gaol as a convict. If His Lordship, instead of adopting such a course, would consider the advisability of sending prisoner to the Reformatory, he understood that the Rev. Father in charge of that institution was willing to take him in. The prisoner's father and father-in-law were willing to enter into a bond of such sum as his Lordship might think fit to bring the lad up to receive the sentence of the Court if called upon to do so. The Reformatory was not such an institution that the boy could be compelled by the father-in-law to remain there, but he believed prisoner would be only too glad to pass a considerable time there with the fear of being brought up to the Court for sentence should he attempt to escape. Therefore, he asked his Lordship to deal with this case in an exceptional way and listen to the prayer of the father and father-in-law. They would be only too ready to pay any sum necessary for the maintenance of the lad, and to make such restitution as was in their power to those who had suffered by prisoner's malpractices.

The Chief Justice said he could not consider that. The Attorney General had been acting in his capacity of Attorney General for the Chinese, or rather as their adviser. He asked the Attorney General what he had to say on the part of the Crown with reference to what had been urged.

The Attorney General had no objection to offer, if the suggestion met with His Lordship's approval.

His Lordship: The Crown not objecting, and the terms suggested—not by the prisoner but by the Registrar General—being for prisoner's own benefit on the one hand and for the protection of the Colony on the other, I feel very glad to be able in this particular case, to accede to the plan which has been suggested. I do so with great satisfaction because it was one of those exceptional cases which occasionally arise in this Court and other Courts of Justice. The prisoner is greatly indebted to you for your interposition, Mr. Registrar General, to ask the merciful action of the Court in his favour. Upon your application, and on your assurance that you believe that the proposed arrangements will be fully carried out, I am disposed to adopt them, that is to say: That the prisoner's father and father-in-law enter into their joint and several recognizances in $500 each that the prisoner shall, upon notice to either of them, be forthcoming, and appear in Court and receive such sentence as the Court may pass upon him, at any time within two years from the 18th of November instant. That it is understood that the prisoner is for the full term of two years to go into the Reformatory at West Point and submit himself to all the rules, regulations and punishments that may be there imposed on him—that he is to be obedient in all things to his superiors there, and learn diligently such trade or business as his superiors may choose for him; and that in case he leaves the Reformatory, or is, for any cause approved of by the Registrar General, sent away by the superiors, or if this Court shall for any reason so require, he shall be surrendered to receive sentence. The crime of which the prisoner has been convicted is a very grave one indeed. Nothing but exceptional circumstances would induce me to abstain from passing a very severe sentence on the prisoner at once. I think there are such circumstances in this case. The prisoner, though not very young, was but eighteen months ago a schoolboy in the Central School; he was there quiet, but very lazy; since he left he has lived a life of idleness. Mr. Stewart informs me that he does not think that the boy is bad-hearted. His demeanour in Court shews that he is thoroughly ashamed of his conduct. To send such a criminal to prison for any long period would be to insure a criminal career for him in future in this Colony; to send him to the Reformatory is to raise a probability of the prisoner becoming, under its judicious management, a useful member of society, and that he may be saved from himself. I should not have ventured on this course. But that I heard very much at the International Prison Congress of 1872, in London, of the great value of such leniency in exceptional cases; and the example of the late Recorder Hill who, within a period of 14 years, dealt in a similar way with 483 young offenders, of whom only 78 were reconvicted: whereas one-third or 163 out of 483 is the average of reconvictions of prisoners punished according to strict rule. In conclusion, I trust that the Chinese community will recognise in the trouble which the Registrar General has taken in this matter, the value of the office to them, and that they will more and more trust to an official who can and does render to them such valuable aid. You, prisoner, understand English, and I have only to say that you are a very fortunate lad indeed. But for the character which in kindness, notwithstanding your laziness, has been given you, you would, instead of having a chance of becoming a useful member of society, have expiated your offence by a long term of imprisonment. I hope you will feel grateful to these gentlemen who have spoken in your favour, and that this experience will be the best lesson you have ever had in your life, and that from this moment you will make up your mind to be an honest, steady, working, and useful member of society.

Prisoner was then removed from the dock.

ALLEGED MANSLAUGHTER.

Pau Acheong and four others were indicted for the manslaughter of one Chun Acheong on the 8th inst.

The Attorney-General (instructed by the Crown Solicitor) prosecuted, and Mr. Hayllar, Q.C., (instructed by Messrs. Caldwell and Breeton) defended the prisoners.

* The following gentlemen comprised the jury: Messrs. W. H. Fuller, Darby, Francisco de Sá, F. Green, R. Hanschild, G. de Remedios, J. F. Chuster, and Thos. Hallowell.

From the opening statement of the Attorney-General, it appeared that first prisoner is the master of a cargo boat, and the others comprise the crew. They were engaged in carrying coals to the steamship *Pearl* on the 8th inst. About 8 o'clock in the evening, first prisoner missed a staunchion, and charged a coal coolie with having stolen it. A dispute then arose, which was followed by a fight, and Chun Acheong received such injuries that he died very shortly afterwards. The blows which were supposed to cause death were struck by first and second prisoners, who had armed themselves with short swords, the other prisoners seeming only to have taken part in the general fight. The Attorney-General said perhaps he should not have exceeded his duty if he had charged prisoners with murder, but considering it was a sudden quarrel, and that there seemed to have been no premeditation, he thought the ends of justice would be satisfied by arraigning them on the minor charge.

Evidence was then called. Dr. Clapham described the injury sustained by deceased, and was of opinion that it had not been caused by blows of the swords produced. He did not give any opinion as to what he thought caused the injury; considerable force must have been needed, and he said it might have been caused by the man falling from a height. An ordinary fall, or being knocked down would not, in his opinion, have caused it.

The case was ultimately adjourned till Wednesday (this morning), at ten o'clock.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

WATSON v. HOWARD, $62.—This was a claim for goods sold and delivered by the plaintiff to the defendant at Shanghai. Mr. Thos. Driscol appeared with a power of attorney for the plaintiff. The defendant did not appear and judgment was given in favour of plaintiff.

HOSMIJEE v. SILVA, $22.50.—This was a claim for rent for house 49, Hollywood Road, for the month of September.

The defendant contended that he had no right to pay a full month, when on the memorable night of the 22nd, the whole of the upper story blew away compelling him and his family to fly for their lives. They had to remove as the house after was uninhabitable, being in ruins.

His Lordship said he had considered the case, and saw no other conclusion than to give judgment against the defendant.

The defendant said it was hard, he was a poor man with a family, and had been out of employment for twelve months. He would ask for time, say one month.

The plaintiff said he would give one month if the defendant produced a security.

The case was then adjourned till to-morrow (this day) to produce the security.

LEUNG APOON v. LEON, $8.—This was a claim for money lent to the defendant's wife in the year 1866. The defendant's wife said she had paid interest since amounting to $12.10.

Plaintiff was non-suited, as the claim extended over three years.

LAM TAK WO v. LAM YEP CHUNG, $164.—This was a claim for money lent and interest at three per cent.

The case was adjourned till Tuesday next.

POLICE INTELLIGENCE.

24th November.

BEFORE C. MAY, ESQ.

Chinese constable No. 263 found Li Ahin, a marine hawker, in the unlawful possession of some copper and lead.

The defendant, who said he bought it from some small boys, was fined 5s.

A SMART TRICK.

Chun Apo, a hawker of Chinese cotton cloth, charged Ho Achut and another not in custody with stealing three pieces of cloth from him, in Tung-man lane.

Complainant said the defendant came to him accompanied by another man, in Tung-man lane, and asked to look at some cloth. He took three pieces and handed to the other man saying he must shew them to a woman to choose from. The man took them in and soon after the defendant went in. Almost directly after he went in himself to see why the cloth was not brought down and discovered the entrance was a back entrance to a pawnshop, and escaped to the Queen's Road, out of which they escaped. About one hour after he found the defendant in a boat.

The defendant denied the charge, and the master of the boat proved an *alibi*. The defendant who said the complainant was mistaken, was discharged.

STREET GAMBLING.

Li Apo and two others were charged by Chinese constable 289 with gambling in a small lane in the rear of the Tung Hing Theatre, having thirty people around them.

The defendants, who denied the charge, were sent to seven days' hard labour each.

A DEPORTED SUBJECT.

Vera Sami, a cook belonging to Madras, was brought before his Worship by P.C. 41, having been taken out of the steamship *Bombay*, in which he was deported by the Chief Justice for the consular ports of China and Japan, from Kanagawa.

The defendant was remanded to Gaol pending instructions from H. E. the Governor.

CUTTING AND WOUNDING.

The remanded case in which Li Acheung, an old offender, was charged with cutting and wounding Indian constable No. 529 at Hung Ham, on the 15th instant, and Hi Shik Ko, a shopkeeper, with suspicion of being concerned in the same, came on again.

Inspector Burns asked for the second defendant to be discharged, as he had no evidence to bring against him.

The second defendant was then discharged, but called on to find security in one surety of $50 to answer any charge for the next three months.

P.C. Etha said on the night of the 15th instant, he was on duty with another Sikh constable at British Kowloon patrolling between Hung Ham and Too Kar Wan road, and at 1.30 a.m. of the 16th, he heard a noise in a house at Hung Ham which was under repair. Himself and the other constable went to the house and the other constable ascended the ladder erected for the use of the workmen. As soon as the constable got into the house, five men jumped over the verandah. He seized one and immediately he was stabbed by him in the left arm. He received a stab also in the left side and he called out to the other constable that he was stabbed. He was then stabbed again in the stomach, when the other constable came up and seized the man he was holding. He walked away a few paces when he suddenly fell down insensible. He knew no more till finding himself in the Hospital. It was dark and he could not recognise the man's face, but was sure he held on to the man till No. 642 took him from him. They had been patrolling the villages around Hung Ham since 10 p.m. on the 15th. The reason why No. 642 ascended the ladder was to see if any men were sleeping there, the house being unoccupied then.

Sikh constable No. 642 made a similar statement up to the point when last witness called out he was stabbed and dying. The defendant was the man the last witness had hold off, and whom he took charge of. He grasped the defendant first by the back of his jacket, when he saw him lift up his arms as if to stab him, and he then caught the defendant by the wrists. They both fell and were struggling on the ground when P.C. Mansksy and an Indian constable No. 613 came to the rescue. No. 613 took from the defendant's hand the dagger produced. On the road to the Station he found Sikk constable 529 lying on the ground insensible. He picked him up and carried him to the station.

Sikh constable No. 613 said at 1.30 a.m. he heard a barking of dogs and an outcry from an Indian constable, and he immediately picked up his rifle and pouch, and told the station clerk to call the European. He went on first towards the village, and on the way found constable 529 laying down. He asked the constable where the other duty man was, and he said he was holding a thief who had stabbed him. He went on and found the last witness struggling with the defendant. He saw the defendant had a dagger in his hand, and he took that from him. He then searched him to see if he had any other weapons, and found the new shoe produced in the back of his waistband. He took the defendant to the station.

The case was then remanded till Saturday the 28th instant.

FIGHTING.

Two or three Chinese fighting cases were disposed of with small fines.

SHANGHAI.

(*N. C. Daily News.*)

A sight of unusual interest was afforded, on the simultaneous departure of H. M. ship *Modeste*, the gunboat *Dwarf*, and the French mail steamer *Hoogly*. As the *Modeste* moved off, the *Dwarf's* crew manned the yards, and gave three cheers, and, the *Modeste's* men awarded on her rigging, and heartily returned the compliment. The *Dwarf* flew the homeward bound pennant, and looked in very smart trim as she steamed, rapidly after her big sister. Only her crew go home, however, we believe, the gunboat being recommissioned at Hongkong. The stately *Hoogly*, looking the *beau ideal* of a mail steamer, started in advance of the *Dwarf*, and dipped her ensign as she passed. Admiral Shadwell and his staff went down to Woosung in the *Modeste*, to rejoin the flagship, and not a few of those who witnessed the departure of the vessel had come out to "speed the parting guest."

An unusual illustration of the acuteness with which Chinese thieves at times perform their nefarious practices, was shown recently. At three o'clock a.m., a man went in great haste to the Shanghai Club, and handed to the night watchman an envelope ostensibly addressed to a gentleman, who, he said, was saying there. The watchman had considerable doubt as to the genuineness of a message at that time in the morning, and at first refused to have anything to do with it; but the messenger gave what appeared to be a good reason for his late, or rather early visit, and the watchman at length consented to take the envelope, which was fastened in the usual way, to the head house-boy, and ask his opinion about it. He did so, and on his return, discovered that the messenger had decamped, taking with him a box of clothing worth $30. To obtain this box, he must have gone into the watchman's room; and as the entire transaction occupied but a very few minutes, the thief's quickness was the more remarkable. Of course pursuit was useless; but a jinrikisha coolie who was waiting outside the Club, said he saw a man come out of the building carrying a box, that he was immediately joined by another man, and that the pair hurried away over the Yang-king-pang bridge into the French Settlement. No trace of the thief has since been found, though it is believed he can be identified.

A curious highway robbery was attempted in the Hooun-road. A native who represented that he was a *lihin* runner, stopped another native, whom he accused of carrying opium in his sleeve. The man's sleeve was hanging down in a way to show that he had something in it. This, the other seized hold of, but instead of opium, it was a roll of $100. He would not let go his hold however, and was of course resisted by the owner. A Municipal constable came up at the moment, and not being able to understand what the disturbance was about, took both men to the Central police station. There the self-styled "runner" was charged with attempting to steal the money, and having no credentials to show he was employed by the *lihin* guild, was detained in custody. On being searched, a formidable knuckle duster, made with iron and having a sharp edge, was found concealed in the leg of his stocking. Next morning he was taken before the Chinese magistrate and Mr. Stronach at the Mixed Court, and sentenced to 200 blows with the bamboo and two months' cangue.

The *Shunpao* reports an incident of popular feeling which occurred in the native city, and which is noteworthy only because of the promptitude with which the Taotai acted to anticipate any disturbance. The affair was trivial in itself, but there was just a tiny spark of trouble which with judicious and mischievous fanning might have fared up into a conflagration. The *Shunpao* gives the following particulars: To the west of the Roman Catholic Church there is an asylum established by that religious body for the reception of the destitute aged and infirm—a very worthy and benevolent institution. The expenses are defrayed by the Church, and the people received into it must be either Roman Catholics themselves or be introduced by converts. On the evening of the 5th of this moon, (Friday last) an old Nanking man, being very infirm and poor, got some people to carry him to the asylum. The doorkeeper, knowing nothing of him, refused to receive him, but the coolies who brought him carried him to the door and left him. The doorkeeper stopped them however, and directed them to take him away again, and an altercation ensued which attracted passers-by, who formed an increasing crowd. Some of these said, since the asylum was for the benefit of the poor, an claim like the one who had been brought should be admitted, and could anyone have the heart to send him away? The doorkeeper's rejoinders only added to the excitement, and the crowd seemed likely to express their feelings by physical force. The doorkeeper therefore thought it prudent to get inside and shut the door, upon which the crowd dispersed. A *waiyuen* attached to the police got information of the matter, however, and hurried to inform the Taotai, who instructed the officer in charge of his bodyguard to proceed to the spot and prevent any disturbance, sending an intimat on also to the head of the foreign drilled troops. When the guard arrived on the spot they found everything as usual. The coolies took the opportunity while the altercation occurred to run away and leave the old man, who was received into the asylum, in consideration of his age, his infirmity, and his helplessness. The Chehsien was absent, on a visit to Soonkiang and Soochow, but hearing of the affair while at the former place, put off his visit to the latter and returned to Shanghai. The authorities have made one arrest, and intend to have others of the mob caught and punished.

THE RAISING OF THE P.M.S.S. "ALASKA."

It is, of course, generally known that among the numerous shipping disasters caused by the recent typhoon at Hongkong was the driving high and dry on the beach, close to the Kowloon Dock, where she had just been overhauled and recoppered, of the Pacific Mail Co.'s magnificent steamer *Alaska*. It is also known that efforts were promptly made to get her afloat, but that the difficulty of doing this had proved greater than was anticipated, and the steamer still remained on the most undesirable berth to which—not the Harbour-master—but the Harbour invader and destroyer had consigned her. Letters received by the French Mail from Hongkong inform us that our fellow-resident, Captain Jno. P. Roberts, has,—to the astonishment, to say the least of it, of the denizens of the Crown Colony, entered into a contract to have the steamer afloat within 60 days—his compensation for doing so being variously stated at from $35,000 to $50,000. To form some idea how arduous a task Captain Roberts has thus undertaken—and which we are told he declares himself certain to accomplish satisfactorily, barring death or serious accident—it must be kept in mind that the *Alaska* is a vessel registering 4,011 tons; being 360 feet long, 48 feet beam, and 40 feet depth of hold from the hurricane deck. When she left the Dock just before the catastrophe, she was drawing 17 feet 6 inches; and when the storm subsided she was found lying nearly in line with the beach, listed off the shore, and at low tide her port bilge is out of the water. We may here mention that, in a most interesting collection of photographic views of the effects of the Typhoon, which may be seen at Messrs. Lane, Crawford & Co's., the position of the steamer may be seen from two points of view, the two combining to give a very impressive idea of the extent to which she has been driven "out of her element." At the same time, the fullness with which her hull can be seen at the bottom of the ebb, gives satisfactory assurance that she has not suffered the slightest strain—that there is not even a wrinkle on her copper. She is a very strong and heavy ship, her sides and bottom being for the most part 4 feet thick, while her double planking is 16 inches through. Altogether, her hull and machinery are estimated to weigh 3,000 tons; and it is this enormous mass that Capt. Roberts has undertaken to move into water deep enough to float her. It was generally thought that the contract would be secured by the Hongkong and Whampoa Dock Co., which had the enormous advantage of a great part of the men and means required ready on the spot. But we understand that the Company's plan of operations was not approved, while their terms were much higher than Capt. Roberts' tender. Certainly there is that in the antecedents of Capt. Roberts which makes him worthy to be entrusted with the arduous task he has undertaken. In September, 1862, when in command of the *Huquang*, one of the first steamers of the S. S. N. Co., she was run ashore by the pilot on the banks of the Yangtsze, when that river was some 40 feet above its winter level. The fast receding waters left her, of course, high and dry. Captain Roberts set himself to get her afloat. He organised the natives of the neighbouring country-side into working gangs, and by the middle of February had lowered the steamer vertically 27 feet, when a sudden freshet in the river suspended operations for a considerable time. But resuming work at the first practicable moment, he had her floated by the month of May—and that so completely undamaged, that, on the following day, she proceeded to Hankow, and took in a full cargo for Shanghai. Since then Captain Roberts has raised the steamer *Tahwah*, and the barque *Japan*, which was sunk some years ago outside Woosung. The raising of the *Ajax*, when she accidentally sank at her moorings, about eight years ago, he was, we believe, about to be entrusted with, when the contract fell through in consequence of some misunderstanding with the Agents. These facts warrant us in having considerable confidence that, in the still more important work on which he is now engaged, he will do credit to himself and to Shanghai in the eyes of the Colonists of Hongkong. And in wishing him complete success, we hope there is nothing improper in adding that, whereas for floating the *Huquang*, he got simply his pay as Captain and a letter of thanks from the Directors of the Company, we hope in the present instance he may, in addition to the *kudos*, earn a more liberal and substantial reward.—*Courier.*

SETTLEMENT OF THE FORMOSAN DIFFICULTY.

(*N. C. Daily News.*)

Telegrams received from Yedo state that the Japanese Government entirely approves the agreement come to between its High Commissioner, Okubo, and the Tsungli Yamen, and that it was much pleased with the action of H.B.M. Minister, Mr. Wade, in assisting to bring the difficulty to an honourable and peaceful settlement. The Japanese transports would leave shortly for Formosa, and the expedition will probably retire from the island before the 20th December—the date stipulated in the agreement. This intimation will dispel some lingering suspicion that the Japanese Government might, regarding the monetary part as unsatisfactory, take exception to the settlement concluded by his Excellency Okubo, and is an assurance of its desire to avoid a war. It further shows that, as was to be inferred from the protracted character of the negotiations, Okubo's mission was all along intended to secure peace, if that were compatible with maintaining the honour of his country. We may notice here that on Wednesday last his Excellency and suite left Shanghai, for Amoy and Formosa, in the *Kanagawa-maru*, on board which also a passage was given to a Chinese officer, the bearer of despatches.

THE JAPAN MINT.

We can only regard with great regret the severance of the connection between the Japanese Government and the Oriental Bank with respect to the Imperial Mint at Osaka, and the consequent termination of the agreements with the foreigners who have been instrumental in making that institution a success. What may have been the private grounds for this rupture, we, of course, have not the requisite means of judging, but to the public the connection was a guarantee of the quality of the coins issued, which will now be wanting. There is no evidence that the connection cost the Government any exorbitant sum, or that the Bank took undue advantage of the assistance undoubtedly lent by its name. Even if there were, it is unlikely that complaints made through her Majesty's Minister would have failed to be attended to, for if the name of the Oriental Bank, as connected with the Mint, was a tower of strength to that institution, it is also to be remembered that in many ways the connection was likewise a source of legitimate profit to the Bank. We may fairly assume, therefore, that some other and external cause has been at work to produce the present rupture, and but two alternatives readily offer themselves. One, that the Japanese, in their overweening conceit of their own attainments, desire to make a display of their ability to work so delicate an organisation as a Mint; and the other, that in some degree the action of the Japanese in establishing a Mint at all has not been altogether consonant with the view of some of the powers with whom she holds diplomatic relations. We have little doubt that, in some measure the former feeling has had some effect in Japanese councils, but the long continued reluctance to issue a silver dollar, and the fact that the silver dollar is not even now a legal tender at the ports open to trade, seem to lend some support to the latter view. Of late, changes in the laws forbidding the export of silver from Mexico in any other form than coin, have had more or less effect in reducing the supply of those coins available for the trade of the Far East. On the other hand, the United States Government, with its trade dollar, not a legal tender, but a stamped piece of metal of defined weight and purity, has stepped in to supply the demand. The purity of the Japanese coin and its general appearance were quite up to that of the American one; and the conduct of the Mint, under the experienced and responsible directorship of Major Kinder, was a guarantee that its excellence would be maintained. So keen has been the competition to take the place of the Mexican dollar, that the American Government has raised the weight of the new dollar from 412½ grains, the standard of the currency dollar, to 420, while the Japanese Government adopted the standard of 415 grains, or almost identically the same as the Mexican. The report issued for the year ending the 31st July last, explains this difficulty, and points in the direction of the advisability of the Japanese Government following the example of the American in the issuing of a special coin. The adoption of gold as the standard has prevented the silver yen being declared a legal tender, and in consequence, at the ports, and as a coin for foreign exchange, it has had to enter into competition with the old established Mexican dollar and the American Trade dollar, of greater weight, and both of which the Government was bound by treaty to accept at their standard value. There seemed some sign that the silver dollar would take the place of the older coin; and it is accordingly rumoured that influences have been at work to retard as far as possible its issue, and that these influences have finally succeeded in procuring the severance of the connection between the Mint and the Oriental Bank, which has hitherto been the mainstay of the former, and the cause of its undoubted success. As we stated at the head of this article, we cannot but regret the severance of this connection. We know and can appreciate the temptations in the way of a Government like the Japanese to debase its coin. It has done so before, and from the peculiar nature of that Government, and its influence over its people, has been able to do so with a success unknown elsewhere. Even at the present moment, unconvertible paper bearing the Government stamp is actually at a premium as compared with the standard coin it represents. If the Government can float so great an amount of valueless paper, why trouble itself about the exact value of a few silver pieces, which experience has shown its own people will take at their full value? To a Government in this mood, there is little use in pointing out the principles of political economy, which, if they act slowly, act in the end surely; but it may be well to jog its mind that they have already acted in forcing it to adopt a gold currency. The general break-up of the old currency system of Japan followed surely on the opening of the ports to the rest of the world, where the precious metals bore a comparative value very different from what they did in Japan; and equally surely, any change from the present system will result in eventual loss and present disgrace. We are sorry we cannot concur in the favourable views of some of the Japanese papers with regard to the future of the Mint. We know only too well what withdrawal from active and conscientious European supervision means in the Far East. The guarantee afforded by the connection with the O. B. C., and the carrying on of the establishment under officers responsible to it, and who felt their responsibility also to the public, will be lost when the withdrawal finally takes place. However skilled, and however well intentioned may be the Europeans still left, they will not have the power or the opportunity to check abuses, when only they can be checked with advantage, namely, at their first introduction. Like the Arsenals in China, the Mint will go from bad to worse, and each generation of Europeans will be worse than the preceding, and less tempted to expose the deficiencies of the system. Carelessness in finish will be followed by carelessness in assay, and from the latter to adulteration is but one short step. We regretted the breakdown of the Mint at Hongkong. We have every reason to believe that it was about to turn out a success, but party feeling was too much for it. We regret even more, after practical working has proved it to be really successful, that party feeling should again interfere to diminish the usefulness of, if not to destroy, a much needed institution.—*N. C. Daily News.*

TEMPERANCE IN CHINA.

The following eloquent address was delivered by the Rev. Canon Butcher at a recent meeting of the Temperance Society at Shanghai:—

There are diversities of gifts, says the highest and best authority, and there are also diversities of needs. What is good for one man is not good for another. We must find out what is lawful and expedient for ourselves, and we must pursue that course. But one thing is perfectly clear, it cannot be good for any man to adopt practices that bring him to a lower level than the swine. Whatever unseats reason dethrones the king of the mind, and is a hateful and a degrading vice. Have done with it. From the earliest days of our race, for we are all English-speaking people, drunkenness was the great temptation that had to be overcome. The Saxons were conquered by the Normans because the Saxons were ignorant and intemperate, and the Normans learned and abstainers from the inflaming cup. The earlier Saxons, perhaps, to speak correctly, had not been addicted to drinking, but the example of the Danes had been fatal. As Lord Lytton well remarked, "Those giants of the sea, like all who pass from great vicissitudes of toil to repose, from the tempest to the haven, snatch with full hands every pleasure in their reach. With much that tended permanently to elevate the character of the Saxon, they imparted much for a time to degrade it. The Anglian learned to feast to repletion, and drink to delirium." Whereas the Normans, by general consent, were a sober people. I cannot avoid mentioning, while speaking of the weakening effect of intemperance on national stamina, that thoughtful men have traced many of the calamities of France to absinthe. I recollect when I was in Paris in 1861, hearing that there were 500 cafés devoted to its consumption, and we know that the number largely increased. The habit of intoxicating themselves with this abominable liquor pervaded all classes, and sapped the strength and vigour of the bravest of nations. When speaking from this platform before, I tried to show how great authors, had portrayed in poetry and fiction the evils of intoxication. I will just now mention two or three facts showing the way in which men of genius, with everything before them, have lost their chances of success, and marred God's choicest gifts by indulgence. There are instances in real life. Take the great national poet of Scotland, whose fame our good friends will very properly sound on St. Andrew's Day, Robert Burns. How sad a record is that of his gradual enslavement by the evil habit of drunkenness. In early life, according to his brother, he was eminently sober, but after his introduction to the society of the Scotch capital he was an altered man. His later years, in Dumfries were clouded by this fatal habit—of which we may say it has cast down many wounded—yea! many strong men have been slain by it. Side by side with the career of the author of the "Cotter's Saturday Night," that perfect picture of rural life in words, comes the life of George Morland, the painter, who excelled in country scenes—the painter of homesteads, farm houses, straw yards and cattle. Morland's biography is a sad and shameful story. He was a man of undoubted genius. At four, five, and six years old he drew admirably. He was regarded as a prodigy, and his works obtained large sums from picture buyers. But at sixteen he fell into the society of careless and profligate companions, and never recovered from the habit of drinking. Many of his works are to be found in the public and private galleries of England, and it is easy to see how he grew more and more careless. On one occasion he could not get away from a tavern because he could not pay his reckoning. He painted a sign, however, for the landlord, who let him go when it was completed. The sign, "*Black Bull*," was really an excellent picture, and sold for a large price. His facility of execution was his temptation. He had only to paint a picture to find himself in funds, and these gains were soon squandered. A man who might have rivalled the great Sir Edwin Landseer, had he worked and taken pains to cultivate his splendid gifts, died miserably at forty, in the hands of Sheriffs' officers. As with the poet so with the painter—Drink. To take another painter, who had strength of purpose enough to resist the allurements of drink. There is a story told of James Barry, the Irish artist, that on one occasion he was returning from a carousal, and feeling heartily ashamed of himself, he determined on immediate amendment. Feeling sure that as long as he had a shilling in his pocket he should spend it in the tavern, he flung his purse with all it contained into the Liffy. Having no means of gratifying his evil habit, he had no temptation to lead him away, from work, and he resumed his interrupted studies with zeal. Had Morland possessed the energy needed for one such fight with the Tempter, how different might have been his fate? There is an old saying against gambling, "the best throw of the dice is to throw them away;" and so of the means of intemperance! The careers of thousands of able men in all walks of life say the same thing. The great name of Pitt is not free from this stain—and Sheridan as we all know, died ruined and neglected by friends and fortune because he could not resist wine. There is a strong expression used by some one when describing his last speeches—"the flashes of his genius were like guns of distress." These instances must suffice;—a word about ourselves. This institution has grown up from very small and insignificant beginnings. A little knot of men, with Mr. Bletben, our good President, at the head of them, looked about them and saw that in their neighbourhood drunkenness was the rule amongst seafaring people, and sobriety the exception. Now this, as has been said, was not owing to sailors being worse than other people, but owing to the fact that there was no place for a poor man to go to, save the publichouse. Hence the Temperance Hall as we knew it in its small beginnings. Hence the room we are in now, in a central situation and with a growing number of supporters. There was much ridicule cast on the attempt at first, but I doubt if the worthy and convivial gentlemen who attempted to deride this movement quite knew what they were about. I wonder if they preferred drunken clerks to sober clerks; I wonder if they would preferred to go a trip in a steamer with a notoriously drunken captain to going with a sober one—I very much doubt if they would. Perhaps the thought was never presented to them in this practical light. I read a story when I was quite a boy, in a book that had very scanty merits, written by Mrs. Ellis, an author who pleased a past generation, and who told some home truths, not with the grace and finish that lady writers now possess, but still in an earnest way. The story briefly told was of a distinguished surgeon who was given to the pleasures of the table. One of his patients, a lady of high rank, had to endure a dreadful and perilous operation. At the moment, the surgeon's nerve gave way, and the result was an accident which caused the lady's death. This is a strong case,—the strongest case. And remember I quote a fiction; but such a thing might have happened, and it puts in a strong way how perilous indulgence in drink is. Everyman—not merely surgeons, but every man in every trade, calling, and profession, has responsibilities to his fellow men, and if he wilfully puts himself in a position which renders him incapable of doing his work well—to the best of his power—he is guilty, he is verily guilty, concerning his brother; he breaks one of the two great Comm

MR. RUSSELL'S CARAVAN.

(Pioneer, October 9th.)

We mentioned recently that news had been received of the safe arrival of Mr. Russell with his caravan of goods, belonging to the Central Asian Company at Shahidulla, on the borders of the Yarkund territory. We have now received some details of his march from the Chang Chenmoo Pass to this place, which will be of interest to our readers. We believe that no person, either European or native, has ever taken so large a caravan as Mr. Russell has, with so small a party with it, up to Shahidulla by this route. He writes:—

"The march from Panzal to summit of the Chang Chenmoo Pass runs up the bed of a mountain torrent most difficult to traverse, owing to the huge boulders which have been swept down by the torrent when in full force. The stream at this time of year is of no size or depth, and therefore no inconvenience to the traveller. About two and a half hours' hard marching brings one to the top, where the rarity of the atmosphere is anything but agreeable. The view, however, for wild and lonely grandeur is hardly to be surpassed. In front extends, as far as the eye can reach, an immense plain of nothing but gravel, not a stick or blade of grass to greet the eye. To the left front extends the grand Karakorum range, cut into ridges like hogs' backs, and covered with snow; to the right lay the Kuen Wen mountains, bleak and barren. There was no time to be wasted in looking at views, for the descent had to be made, and, as it turned out, it was an undertaking of far greater difficulty than the ascent. We followed as much as we could in the tracks of the tea and sugar mules, which had gone ahead of us. A downward march of about six miles brought us to a ravine, at the end of which was a deep gorge with a stream running down the centre. We entered it, and found we had a rough time getting along. There was no signs of a pathway; the stream had to be crossed and recrossed every five minutes, and for seven weary miles we trudged along. The sun was rapidly setting, and yet there was no visible outlet to the gorge. We were some way ahead of our baggage and of the caravan. The only conclusion we could come to was that we had missed our road, and the only thing to be done was to hurry back, find our baggage, and encamp for the night. After a long search, and by the time night had set in, and the moon was brightly shining over head, we found our mules and servants; but our Bôt guides, who had the wood, were nowhere to be seen, and nearly all the men were prostrate from the intense cold. We could get nothing to eat or drink, so had to lie down for the night, tired, hungry, and utterly done up. In the morning the men turned up with the wood, and we got some breakfast; and finding that after all our way lay down the gorge, we retraced our steps of yesterday, and after three miles turned due north up a ravine most difficult of passage. We toiled up till about four o'clock in the afternoon, when we emerged on the great Lingzi Thang Plain, a succession of vast downs, utterly devoid of vegetation. The plain appeared to be like a great swamp with a thick crust of gravel on the surface. The rarity of the the atmosphere (for these plains are from 16 to 17,000 feet high) told much upon the natives. Nearly every one of them complained of headache and shortness of breath. We did not pitch our tents until half-past 6 p.m., in a valley by a stream of water. Only one mule-man and nine mules got clear of the ravine that day. Two mules were reported to have died from the cold the previous night. I was not surprised at this intelligence, for the intensity of the cold had been very great the day before, and all the mules had been twelve hours on the march before getting to any encampment.

"The following morning (28th August), on awaking, I found that all my baggage people had gone on ahead to search for grass and water. Snow was falling slightly all round, a biting north-wester was blowing hard, and the sky looked gloomy and dull. Altogether the look-out for the day was anything but encouraging, as the difficulty of keeping to the track would be doubly great if much snow fell. We struck our tents, and, after a slight breakfast, ordered our Bôt guide to lead the way. After following him for three hours, he turned round, and with a look of helplessness said he had *lost his way*. Nothing was left to be done but to scatter our little band all over the plain to search for foot-prints or tracks of any kind. Up till five o'clock in the evening we were engaged in tramping backward and forward, and ascending all the heights within range to get a more extended view; but all was in vain—we could find no way out of our difficulty. We finally determined to turn back and go to our morning encampment again. This was, however, easier thought of than accomplished, as the snow was falling pretty heavily. We marched till seven o'clock, when darkness was beginning to close in upon us. To my joy I discerned, a long way off, two men. Leaving my party to follow, I hurried along as fast as my tired pony could carry me, and overtook them. They turned out to be a man and a boy belonging to the caravan, who were completely knocked up with the cold. It was now dark, so I marked the track with a large stone, and took the men to join our party. At 10 p.m., in black darkness, we had to pitch our tent, in a snow storm, only knowing the whereabouts of each other by the voices. There was not a morsel of food for man or beast; cold, wretched, and hungry we laid down to sleep. I awoke in about three hours, found the snow falling in large flakes, the servants having it about six inches deep on their *numdahs*. I told the Bôt guide that he must go to the stone I had left on the track, and see if he could find the way on. He went up thoroughly ashamed of himself for having brought us into this plight. At day-break Dugleish, a Laboollee, and another Bôt, went off in the same direction. By the time everything was packed, they had returned with the news that they had found 20 mule-men with their mules buried in snow; the men were all right, but the mules were nearly dead with the cold. Luckily for us, my cook had a little tea and sugar in the end of his *cummerbund*. This was a perfect Godsend. With three tent pegs we made a fire, and boiled some snow; we got a cup of tea each, and I may say I never felt so thankful for one before. We started off and picked up the twenty mule-men and their mules, and before we had gone far we were met by one of my *chuprassees* and a *chowdry*, who had heard of our position from the Bôt guide. They gave us some native sweetmeats, which we thoroughly appreciated under the circumstances. We came upon the whole camp later, found four mules dead from cold, and a number of drivers lying helpless from the same cause, for although they had been warned at Leh to take good clothing, they trusted, native like, to good weather, and came ill-provided with blankets, and had to endure the blasts of a wind that pierced like a knife even through my warm clothing. The snow was still falling, and the wind blowing hard. We held a council, and determined that the only thing to be done was to hurry on out of the Lingzi Thang Plain. We loaded and started, placing as our leader a mule-man, who had traversed this road last year. I have been all through the Crimea and two campaigns in India, but I can honestly say that I never remember a march anything so bad as we had that day. The snow, the wind, and the rarity of atmosphere combined to make it next to impossible to get along. Men kept falling out and throwing themselves down in snow. All we could do was to put them up on the already laden mules, and trust to their being able to carry them to the next camp. I found that one of the mule-men, who was separated from us, had lost twenty of his mules by a stream, the cause being, I believe, that they drank the bitterly cold water on empty stomachs. By night we had passed out of the snow and the north-wester, though it was still bitterly cold. At midnight we encamped, not knowing where we were, and having been two days without food. So closed one of the worst days I have ever spent.

"Next morning we found that we were only eight miles from Shing Lang, where grass, wood, and water were to be had. The mule-men did not want any pushing on to this place. I sent out all the guides to pick up stragglers. On reaching Shing Lang, I found all my servants and commissariat; you can easily imagine how much we enjoyed the meal we here got. Here I had to do the part of doctor and veterinary surgeon, for both mules and men were in a bad way. To every sick mule I gave a mixture of hot water, brandy, and essence of ginger, and, I believe, I saved the lives of nearly forty animals.

"I doctored all the men as best I could, and very grateful were they for what I did. I remained two days at Shing Lang, recruiting the mules and bringing up stragglers. Two men were brought in, just as we were leaving, on ponies. One, a mule-man, I got round pretty easily, but the other, an old *chuprassee*, named Chirtu, who had been told not to leave Leh, but insisted on coming, was in a worse plight. He became insensible. I tried every remedy, but without success. I had him carried on my own bed to the next encampment at Kirail Jilgah, but he died at 5 p.m. Having no wood to burn him, he was buried in a rocky grave, over which we erected a pillar of stones to mark the spot. We had now to start again over a barren country. I found that many of the mule-men had not provided themselves with sufficient grain for the animals, and even out of this they had secreted portions in holes in rocks for the return journey. The consequence was that several lost their animals through sheer starvation. They were very careless about the mules, and calmly cast any adrift that got weak. In the Karategh Pass one man turned off a mule, saying he would die in a few hours, and absolutely refused to take him on. We took compassion on the animal, and had him driven on, with our baggage-string; he reached camp all right. There the former owner had the impertinence to ask for him back. I told him that as far as he was concerned the animal was dead. It is through sheer carelessness of the drivers that so many good mules are lost. All the marches along this part are very severe. I counted seventy-six dead horses between Aitagh and Kotas Jilgah. We arrived at Shahidullah Fort on the 8th of September. I found that every arrangement had been made for us. Three maunds of *atta* and a maund and a half of biscuits were ready for us; 450 yaks had been ordered to carry our goods over the Sanga Pass, and the same number of horses on the other side. Every civility has been shown us on all sides, and I hear the Russian caravans have not arrived, so I hope to be first in the market!"

We feel sure all who have been to Yarkund will agree with us in thinking that great credit is due to Mr. Russell for the way in which he has taken this large caravan safely to Shahidullah, the only bale of goods lost being the one that fell into the Chundra Bala of the Koksar Bridge. Mr. Russell hopes to return this year by the Mibra Valley route, which is open to Leh all the year. His only difficulty will be the 20-Koda Pass, but that is generally open until the middle of December.

THE CHINESE IN SAN FRANCISCO.

(Japan Gazette)

The treatment of Chinese residents in San Francisco, by the populace and by the officials of that city, is a disgrace to civilization. They are mobbed and stoned at pleasure by the roughs of the lower quarters, who never receive due punishment for their murderous brutality. And now we find that the officers of the Street Superintendent's Department have been regularly in the habit of flouting and robbing them, whenever they have asked for the simplest privileges. Two Deputy Superintendents have just been convicted of extorting sums of money from Chinamen, on the pretence that they could not otherwise be allowed to fire crackers or burn their "joss" matches on festive occasions. In reference to one of these cases, the Mayor's clerk testified that a certain Chinaman came to his office for the desired permission, whereupon ensued the following incidents:

"Deputy-Superintendent Finley happened to be in office at the time, and he said to me, 'What does this Chinaman want; a permit to fire crackers?' I answered yes, and he then said, 'Well, you send him to me, we can just as well make something out of him. I will charge him $20, and will divide with you.' I was surprised at this, and said to him 'You hold on a minute.' In a few minutes I went inside and saw the Mayor. I told him what had happened, and he ordered me to take up with the offer; I went out and said to Finley, 'All right.' He then took the Chinaman away, and presently came back with him, and went with him into the Mayor's private office and got the permit. He then went with the Chinaman out into the entry. I also went out and saw the Chinaman give him a roll of silver. There was $20, and Finley said he must have $5, in order to allow him to fire crackers on Jackson Street. After the Chinaman went away Finley took me under the stairs and gave me $5. He said he should have to give $5 to the policeman, and 35 to a certain Chinaman. Finley told me that he got $40 from Wong Fook for a permit to put up a shed. The $5 which I got is now in the Mayor's safe."

But neither Deputy Superintendent Finley nor the other scamps convicted will ever be held to answer for their villainy. The victims are only Chinese. And this is a specimen of the advanced enlightenment of the West, which Asia is invited to gaze upon with admiration, previous to going and doing likewise.

An absent-minded man entered a shoe shop, and wanted his boy measured for a pair of shoes. "But where's the boy?" asked the shopman. "By George!" exclaimed the man, "I've left the boy at home. I'll go and get him," and off he started for his home, six streets away.

A CANNIBAL.—"Why do they call the people who live in some of the South Sea Islands cannibals?" asked an old woman of a sailor. "Because they live on other people," answered the sailors. "Then," said the old woman, pensively, "my son-in-law must be a cannibal, for he lives on me."

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1⅞
Bank Bills, at 30 days' sight, 4/1⅛
Bank Bills, at 6 months' sight, 4/2⅞
Credits, at 6 months' sight..... 4/3⅛
Documentary Bills, at 6 months' sight 4/3⅛
ON BOMBAY.—Bank, on demand 222½
ON CALCUTTA.—Bank, on demand 222½
ON SHANGHAI.—
Bank, sight 73½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares.—5 per cent. premium.
Union Insurance Society of Canton, new shares—$40 per share, premium.
China Traders' Insurance Company's Shares—$1,600 per share.
China and Japan Marine Insurance—Tls. 80 per share.
Chinese Insurance Company.—$193 per share.
Hongkong Fire Insurance Company's Shares—$525 per share.
China Fire Insurance Company's Shares—$135 per share.
Victoria Fire Insurance Company's Shares—$128 per share.
Hongkong and Whampoa Dock Company's Shares—50 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—7 per cent. premium.
Shanghai Steam Navigation Company—Tls. 80 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON NOVEMBER 24TH, 1874.

As reported by Chinese.

American Flour, 2,000 bags, at $1.15, by Lun-wo-chan to travelling trader.
Wood Oil, 100 packages, at Tls. 6.3.0.0, by Chun-foong to travelling trader.
Hams, 5 packages, at Tls. 17.5.0.0, by Chun-foong to travelling trader.
Red Dates, 20 bags, at Tls. 3.3.5.0, by Chun-foong to travelling trader.
Sapanwood, 1,000 piculs, at $1.50, by Tai-lee to travelling trader.
White Sugar, 100 bags, at $6.30, by Lun-mow to travelling trader.
Red Dates, 30 bags, at Tls. 3.4.5.0, by Hip-hing to travelling trader.
White Pepper, 10 bags, at $18.50, by Yee-chong to travelling trader.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN
Agent.

1y 943 Hongkong, 18th June, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Nestor (str.)		Hongkong	Butterfield & Swire	To-day, at 4 P.M.
Do. Do.	Glaucus (str.)			Butterfield & Swire	On or about 3rd prox.
Do. Do.	Braemar Castle (str.)			Adamson, Bell & Co.	Quick despatch.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Albuera	W. H. Thomas	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Mathilda Atheling	Whereat	Hongkong	A. MacG. Heaton	Quick despatch
Do.	Kinfauns Castle	James Dodds	Hongkong	A. MacG. Heaton	Quick despatch.
HAMBURG	Therese	C. Jensen	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Sir Harry Parkes	Thos. Stephens	Whampoa	Olyphant & Co.	Quick despatch.
Do	Begmah	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch
Do.	Hans	Le Moult	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Ellen	Kindred	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Frederick Tudor	Bearse	Hongkong	Russell & Co.	Quick despatch.
Do. *via* YOKOHAMA	Vasco de Gama (str.)		Hongkong	P. M. S. S. Co.	To-day, at 3 P.M.
SINGAPORE, BOMBAY, &c.	Delhi (str.)	G. Lee	Hongkong	P. & O. S. N. Co.	To-morrow, at noon.
SINGAPORE AND PENANG	Arratoon Apcar (str.)			Douglas Lapraik & Co.	Quick despatch.
SAIGON, SINGAPORE, &c.	Pei-ho	Melizan		Messageries Maritimes	On 3rd prox., at noon.
SAIGON	Danube (str.)	Chanoby	Hongkong	Soey Shing	To-morrow, 26th inst.
CALLAO	Callao	Vidaurrazaga	Hongkong	Carlowitz & Co.	On or about 23rd prox.
MANILA	Mariveles (str.)	Ugalde	Hongkong	Remedios & Co.	To-morrow, at 3 P.M.
Do.	Emuy (str.)	Artady	Hongkong	Remedios & Co.	On 30th instant.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Bangalore (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Kjobenhavn (str.)	Form		Wm. Pustau & Co.	Quick despatch.
AMOY, TAKAO, AND TAMSUI	Yuen-tze-fee (str.)	Moalle	Hongkong	Douglas Lapraik & Co.	To-day, at noon.
SWATOW, AMOY & FOOCHOW	Kwang-tung (str.)	Pitman		Douglas Lapraik & Co.	Quick dispatch.

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly, contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

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1y 1503 Hongkong, 23rd September, 1874.

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"BEEMAH,"

Captain Blackstone, will load here and at Whampoa as above.

For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1715 Hongkong, 19th October, 1874.

FOR LONDON.

THE A 1 British Barque

"MATHILDA ATHELING,"

Whereat, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1706 Hongkong, 16th October, 1874.

FOR LONDON.

THE A 1 British Ship

"ALBUERA,"

W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1602 Hongkong, 2nd October, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship

"MORNING LIGHT,"

2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR LONDON.

THE A 1 British Bark

"ARDENT,"

Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE Chartered S. S. "*VASCO DE GAMA*" will leave Hongkong for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 25th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports; to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, viâ the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and the United States.

Freight will be received on board until 4 P.M. on the 24th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked, addressed in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, November 11th, 1874.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*DELHI*," Captain G. LEE, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 26th November, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 25th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 13th November, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 3rd December, 1874, at noon, the Company's Steamship "*PEI-HO*," Commandant MELIZAN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 2nd December, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 19th November, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Vessels on the Berth.

FOR AMOY, TAKAO, AND TAMSUI.

THE Steamship

"YUEN-TZE-FEE,"

Captain Moalle, will leave for the above Ports TO-DAY, the 25th instant, at noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1934 Hongkong, 23rd November, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.

THE Company's Steamship

"NESTOR"

will be despatched at 4 P.M. TO-DAY, the 25th instant.

BUTTERFIELD & SWIRE,
Agents.
1894 Hongkong, 25th November, 1874.

FOR MANILA (*Direct.*)

THE Spanish Steamer

"MARIVELES,"

Captain Ugalde, will be despatched for the above Port TO-MORROW, the 26th instant, at 3 P.M.

For Freight or Passage, apply to
REMEDIOS & Co.,
1932 Hongkong, 21st November, 1874.

FOR SAIGON,

THE British Steamer

"DANUBE,"

Captain Chanchy, will leave for the above Port TO-MORROW, the 26th instant.

For Freight or Passage, apply to
SOEY SHING,
Queen's Road Central.
4d 1936 Hongkong, 23rd November, 1874.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANG-TUNG,"

Captain Pithan, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1940 Hongkong, 24th November, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship

"GLAUCUS"

will be despatched on or about the 3rd December.

BUTTERFIELD & SWIRE,
Agents.
1941 Hongkong, 23rd November, 1874.

CASTLE LINE OF STEAMERS.

FOR LONDON *via* SUEZ CANAL.

THE Steamship

"BRAEMAR CASTLE"

is expected here about the 30th inst.

For Freight, apply to
ADAMSON, BELL & Co.,
Agents.
tf 1939 Hongkong, 23rd November, 1874.

FOR SINGAPORE AND PENANG.

THE Steamship

"ARRATOON APCAR"

will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1935 Hongkong, 23rd November, 1874.

FOR SHANGHAI.

THE Danish Steamer

"KJOHENHAVN,"

Form, Master, shortly expected from Singapore, will have quick despatch as above.

For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
tf 1928 Hongkong, 21st November, 1874.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 13th November, 1874. [1885

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for NAGASAKI and HIOGO.*)

THE P. & O. S. N. Co.'s Steamship

"BANGALORE"

will leave for the above place about 24 hours after the arrival with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 13th November, 1874. [1886

FOR HAMBURG.

THE German Bark

"THERESE,"

C. Jensen, Master, will load here and at Whampoa, and will have quick despatch for the above Port.

For Freight, apply to
WM. PUSTAU & Co.
tf 1888 Hongkong, 14th November, 1874.

FOR NEW YORK

THE A 1 German Bark

"HANS,"

Captain Le Moult, will load here and at Whampoa, and will have quick despatch for the above Port.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1834 Hongkong, 4th November, 1874.

FOR CALLAO (*Direct.*)

THE Peruvian Clipper Ship

"CALLAO,"

Captain Vidaurrazaga, will be despatched as above, on or about the 23rd December, and would take some light Cargo at a Cheap Freight. Apply to
CARLOWITZ & Co.
tf 1833 Hongkong, 4th November, 1874

FOR SAN FRANCISCO.

THE A 1 American Clipper Ship

"FREDERICK TUDOR,"

Bearse, Master, will have early despatch as

Extracts.

AN EMIGRANT.

He was young and fragile, and he was poor;
There were some to help him, who had not much;
There were others who wanted their help even more
(He was one who never was blind to such).

Said he, "Now God grant that nor age nor youth
Shall lose one comfort by aiding me."
And bright in his courage and brave in his truth,
Our darling sailed, lonely, out over the sea.

And he asked not what he should like to do,
But just did whatever his hand could find;
And full well I trow that nobody knew
Whether his task was all to his mind.

But God was watching. He smiled and said,
"Free as mine angels, he works my will.
Why should earth's burden on such be laid?
Let him come higher, and serve Me still.

"What does it matter to one who goes
To live with the angels, to live with Me,
Whether they plant on his grave a rose,
Or never see it, out over the sea?

"Come to Me quickly!" That Voice he knew,
And expected, and yet was the struggle long;
The fields of Heaven were full in view,
But the ties round his heart were warm and strong!

But he chose the best—as he always could—
The best for him and the best for us:
For he left us this, that whoever would,
Might enter Heaven a conqueror thus!

—*Good Words.* ISABELLA FYVIE MAYO.

HASTY WORDS.

The evil that is in the world, that rushes down our streets, devastating homes, ruining happiness, laying waste the pleasant places, has many fountains. Sin does its deadly work in many ways, and sorrow comes from a variety of sources; and hasty words have much to answer for among the rest. We are apt to think that a word or two does not matter; that we need not trouble ourselves to be over-particular as to what we say. But this is only one of our many mistakes. Words live. There is so much vitality in them that they take root even upon very unlikely soil. Hasty words are almost sure to have little sense, and less kindness, in them. They are not the offspring of meek and quiet spirits, but of hot, passionate tempers. Perhaps the reason why such words are spoken is that the speaker feels himself aggrieved. We are unreasonable enough to suppose that all things should be ours and when we find only few things coming to our share, then we become discontented and peevish, and speak hasty words.

INCIDENTS IN THE AMERICAN WAR.

A young girl, ordinarily of very gentle disposition, astonished a Federal colonel one day by an outburst of temper which served at least to show the earnestness of her purpose to uphold her side of the argument. She lived in a part of the country then for the first time held by the Federal army, and a colonel with some members of his staff made her family the unwilling recipients of a call one morning. Seeing the piano open, the colonel asked the young lady to play, but she declined. He then went to the instrument himself, but he had hardly begun to play when the damsel, raising the piano top, severed nearly all the strings with a hatchet, saying to the astonished performer, as she did so, "That's my piano, and it shall not give you a minute's pleasure." The colonel bowed, apologised, and replied, "If all your people are as ready as you to make costly sacrifices, we might as well go home." And most of them were ready and willing to make similar sacrifices. One lady of my acquaintance knocked in the heads of a dozen casks of choice wine rather than allow some Federal officers to sip as many glasses of it. Another destroyed her own library, which was very precious to her, when that seemed the only way in which she could prevent the staff of a general officer, camped near her, from enjoying a few hours' reading in her parlour every morning.—*The Atlantic Monthly.*

SUNLIGHT FOR THE SICK.

Dr. Wm. H. Hammond, in discussing the sanitary influence of light, observed that the effects of deficient light upon the inmates of hospital wards and sick chambers have frequently come under his special notice; that most physicians know how carefully the attendants upon the sick endeavor to exclude every ray of light from the apartment, and even some members of the profession are singularly assiduous in this respect, but that the practice, except in some cases of actual disorder of the brain and other parts of the nervous system, is pernicious, admits of no question. During the last civil war, Dr. Hammond visited a camp and hospital in West Virginia, in consequence of information received that the sickness and mortality there were unaccountably great, and he made a minute examination into all the circumstances connected with the situation of the camp, the food of the men, etc. Among other peculiarities, he found the sick crowded into a small room, from which the light was excluded by blinds of india-rubber cloth. The patients were as effectually bleached as is celery by the earth being heaped up around it; pale, bloodless, ghost-like looking forms they seemed to be scarcely mortal. Convalescence was, under such circumstance, according to Dr. Hammond, almost impossible, and his belief was that many of the men had died, who, had they been subjected to the operation of the simplest laws of nature, would have recovered.—*Agriculturist.*

THE BACKWOODS OF NEW ZEALAND.

There is just a trifle too much excitement for me in wandering through the back-parts of this island, especially if you are accompanied by a dog. The latter is sure to go sniffing about in the bush by the side of the road, after wild pigs or cattle, and suddenly you hear a loud crackling of twigs, as the animals take to their heels; or should it prove to be an old bull in the thicket, the first you know of it is a sullen roar, which ("discretion being the part of valour,") strongly tempts you to look for the nearest available tree. Away on the sky line, a wild bull, with his ears erect, and lashing his tail as he scents the approach of man, may be seen and is a fine sight; "but distance lends enchantment to the view," and, as I had been carefully impressed with the fact that, "when the dog sets them you must be cautious, for they always come at the man and not the dog," inwardly anathematised the brute of a dog at times. He invariably seemed to come upon a "lurking foe," at some awkward turn in the road where was no tree with sufficiently low branches to climb, or where an open space left ample room, for you to be caught in flight. Seriously, however, I did hear of several narrow escapes from the cattle. Sir George Grey himself was attacked by a cow one day, when taking a photographer round the island to view the scenery. I forget who was the first object of his fury, but the unhappy photographer tumbled backwards into a hole about three feet deep, which concealed him from view, while Sir George stopped aside from the path just as she made her rush, coming off luckily with no worse than a slight tear in his clothing from one of her horns. Anyhow, the nuisance has become so great that some men are now constantly employed in killing them and salting down the beef for market. They make very slow progress, however, in their work of destruction, and the cattle will continue to afford a sensation to future visitors for many a year to come.—*The Wonderland of the Antipodes.*

REMARKABLE DISCOVERIES IN THE PHYSICAL GEOGRAPHY OF THE SEA.

The important expeditions now engaged in oceanic research, one in the Atlantic and one in the Pacific, have recently reported some of the results of their labours, which will probably put a new phase on the great problem they are seeking to elucidate.

We have very lately published the full account of Commander Belknap's extensive survey of the bottom of the Pacific lying north of the great Equatorial current. While his aim has been specifically to test the telegraphic accommodations of the North Pacific bed, his soundings reveal an important principle never fully, if at all, known to physical geographers. When about a hundred miles south-east of Soudai Bay, on the east coast of Japan and directly in the strong sweep of the Kuro Siwo or Japan current, the soundings indicated abyssal depths, while a little further northward, on the great circle route from Yokohama to Paget's Sound, the sinker carried the wire to the astounding depth of 4,643 fathoms without reaching bottom. "The tooth of running water is very sharp," is an axiom of physical geography, which, in the curve of the great Pacific Gulf Stream, might well have occurred to the explorer. And he rightly concludes that his experiment "confirmed the existence of a very deep trough under the Japan stream similar to that cut by the Gulf Stream on our own coast." The discovery that these enormous "rivers in the ocean," carve their channels through the solid basin of the great oceans is very suggestive to the physicist. It is known that they do not extend to the bottom, the deep-sea thermometer ever assuring us that the warm strata cease long before the floor of the ocean is reached. It would seem, therefore, to follow, from the facts brought to light, that these two hot gulf streams act upon the underlying cushions of cold water, and by mechanical impact cause the abrasion or erosion of the bottom over which they run. It is by no means inconceivable that the restless on-flowing surface currents, by imparting their own motion to the subjacent water, make their impression on the oceanic floor itself, much as the constant running of the railway train imbeds the rails in the sleepers of the track and the sleepers in the road bed. This, at least seems to be the meaning of the striking phenomenon discovered by the explorers in the Western Pacific.

The latest reports from Captain Davis, of the *Challenger* expedition, present a yet more astonishing and a most instructive discovery, likely to revolutionize the whole theory of marine circulation, and putting an effectual quietus on the interminable theorizings of Dr. Carpenter and his verbose school. The *Challenger's* thermometric surveys of the Atlantic are so numerous and exact that they afford data for constructing a better map of the Atlantic sea-bed than we had of North American orography at the beginning of this century. The contours of the North Atlantic present an irregular belt, shaped like the letter m reversed, exceeding twenty-five hundred fathoms in depth, from very near the coast of the United States and the Bahamas towards the African coast between the Canaries and Cape Verde islands. North of this lies a submarine bank, rising to within less than two thousand fathoms of the surface, and stretching from Greenland to the Azores. It has always been supposed that over this section poured a cold stream of Arctic water on its way southward, slowly warming as it neared the Equator. But the *Challenger's* soundings have the startling fact that beneath the water immediately affected by the sun, they believe not to extend more than eighty fathoms all the water in the North Atlantic, as far north as the fortieth degree of latitude, is actually warmer than at the same depths under the Equator itself. Such a discovery was never suspected, and only the unerring and inexorable register of the deep-sea thermometer could have suggested such an apparent anomaly. What of the solution?

There is a bottom water of a temperature of thirty-two degrees four minutes at the Equator, with warmer water at all stations to the north of it. Captain Davis, of the *Challenger*, argues, with great sagacity, that it never unmistakably that the bottom cold water of the North Atlantic comes from the Arctic region, and not from the Arctic. Certainly, if at the Equator the bottom water supplied from the southward retains its cold so tenaciously, the bottom water of the North Atlantic, if supplied from the nearer Arctic region, should be at least as cold. But the bottom temperature increases decidedly as we go north of the Line, showing that the vast submarine drift from the Antarctic flows over the Atlantic floor across the Equator, and penetrates our hemisphere at least as far as forty degrees north. This fact apparently upsets nearly all the prevailing theories, if not every theory that has ever been current, and demonstrates that the circulation of the sea is not carried on between the Polar and Equatorial basins, but between the Antarctic Ocean and the North Atlantic on the one hand, and probably between the Antarctic and North Pacific on the other. In a word, it shows that the circulation is between two points in opposite hemispheres, and not between the Poles and Equator. The plausibility of this explanation is especially obvious in the great ocean (from Behring Straits to the Australian and the extreme austral latitudes) which is cut off from free access to the North Pole by the Behring Narrows. If the *Challenger* figures demonstrate it for the Atlantic there can be little doubt that it will be more remarkably illustrated when similar thermometric tests are made in the Pacific.

In the enormous mass of Boreal Antarctic water which is now revealed as forcing itself like a submarine wedge into the tropical section of the North Atlantic, have we not a new and sufficient solution of the long-vexed philosophy of the Gulf Stream? Have we not evidence that the upheaval and piling up the surface water by the austral deep sea current, now unmasked, is a *vera causa* if not the true cause, of that mighty outflow from the tropical basin which pours forth its warm flood toward Ireland, and never ceases till it reaches the North Polar basin?

The results of the *Challenger* discovery are far-reaching, and make the grandest contribution to marine science over announced. This discovery will be hailed by all true students of physical geography as most promising, and as offering the only key to the mysteries of the ocean.—*New York Herald.*

Early in the summer a shepherd of Oberwald, in the canton of Valais, found a German tourist lying on a glacier in a state of exhaustion, who had evidently been bewildered by the storm that was raging, and saved his life. The tourist recently sent a letter from Bremen to his deliverer enclosing an order for 500 marks upon a bank in Stuttgart, which when presented proved to be valueless.—*Continental Herald.*

A SAFE INVENTION FOR BALLOONING AT SEA.—The same day that Durouf commenced his balloon adventure at Calais an event was made at Copenhagen by the celebrated aeronaut Givel, who, for the sixth time this year crossed the Sound and landed in Sweden. He has no fear whatever of alighting in the sea, as he has invented a little safety apparatus which would have been of great service to his French colleague. He drops into the sea a sort of canvas cylinder of a conical form and held by a guide-rope to the car. It fills with water, and is kept down by the weight of the liquid. He then throws out a little ballast, and the balloon rises, but is retained like a captive one at a short distance above the sea. He can thus wait until a vessel comes to deliver him or until he drifts to shore. Should he wish to rise again he pulls a cord attached to the point of the cone and which turns it upside down; the water escapes, and the balloon is freed. This invention has been tried by him over 20 times at sea with perfect success.—*Galignani.*

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

tf 1780 Hongkong, 28th October, 1874.

THE SECOND COLONIAL SEA AND FIRE-INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital, ... $1,000,000
Co-insures with French Lloyd, Paris, ... $1,400,000
AND WITH
French Company, Paris, ... $1,000,000
$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 % on Risks East of Singapore, and of 20 % on all other Risks.

VOGEL, HAGEDORN & Co.,
Agents.

1043 Hongkong, 1st September, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE AND ONE-THIRD PER CENT. (33⅓ %) on Local Risks.

RUSSELL & Co.,

tf 1800 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

ly 1 Hongkong, 1st January, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates,* subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 18th November, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a Discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.

tf 1174 25th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a Discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. tf 335

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ⅓ do. do.
Above 1 month and not exceeding 3 months... ½ do. do.
Above 3 months and not exceeding 6 months... ½ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company,

tf 242 Hongkong, 22nd January, 1870.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is (authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE,

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

Insurances.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co

tf 241 Hongkong, 22nd January, 1870.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 % for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1089 Hongkong, 9th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 24th November, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24, per 400 lbs,	$102.00 a	$116.00
" " 28 a 32, "	111.00 a	119.00
" " 38 a 42, "	120.00 a	135.00
GREY SHIRTINGS, 7 lbs..... per piece	$1.65 a	1.80
" 8 lbs ..... "	2.00 a	2.05
" 8½ lbs ..... "	2.20 a	2.24
WHITE SHIRTINGS, 54 a 60 reed. "	2.05 a	2.20
" 64 a 66 " "	2.45 a	2.60
" 68 a 80 " "	2.80 a	3.15
WHITE SPOTTED DO. ..... per piece	2.40 a	2.45
WHITE BROCADES, ... "	2.65 a	2.70
AMERICAN DRILLS, 30 yards ..... "	2.60 a	2.65
" 40 ..... "	3.85 a	4.00
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.,	1.80 a	2.05
" 24 " & 38 " 8 lbs.,	2.15 a	2.20
DYED SPOTTED SHIRTINGS, ... "	3.80 a	3.95
DYED BROCADE Do. ..... "	3.50 a	3.55
DYED DAMASK Do. ..... per piece	6.00 a	6.25
CHINTZ, ... "	1.85 a	1.00
HANDKERCHIEFS, Blue..... per doz.	0.60 a	0.65
" Brown..... "	0.60 a	0.65
" Red..... "	0.75 a	0.80
VELVETS, Black, 22 ins. ..... per yard	0.21 a	0.22
" Gentian, 22 " ..... "	0.15 a	0.18
VELVETEENS, Black..... "	0.22 a	0.23

WOOLLEN GOODS.

SPANISH STRIPES, ... per yard	0.77 a	0.78
LONG ELLS, *MM* Scarlet, ... per piece	10.00 a	10.20
" Assorted, ... "	9.40 a	9.50
" *HH* Scarlet, ... "	9.70 a	9.80
" Assorted, ... "	9.40 a	9.50
CAMLETS, 88S ..... "	16.50 a	17.00
" 8S ..... "	18.00 a	18.50
" S ..... "	19.00 a	19.50
" *BBB* ..... "	20.00 a	20.50
LASTINGS, *DY* ..... "	16.00 a	16.50

METALS.

IRON, Nail Rod Nos. 1 a 3..... per picul	3.85 a	3.90
" Hoop, ... "	4.50 a	4.85
" Bar, ... "	3.25 a	3.30
" Wire, ... "	8.20 a	8.85
LEAD, ... "	7.45 a	7.60
STEEL, English, ... per tub.	4.70 a	4.75
" Swedish, ... "	4.80 a	4.90
TIN, Malacca, ... per picul	25.00 a	28.00
TIN PLATES, ... per box	8.20 a	8.60
SHEATHING METAL, ... per picul	24.50 a	26.00
QUICKSILVER, English, ... "	215.00 a	—
" American ..... "	215.00 a	—
SPELTER, ... "	7.25 a	7.50

PRODUCE.

COTTON, Shanghai ..... per picul	14.00 a	14.50
" Ningpo, ... "	14.00 a	14.50
" Tientsin, ... "	14.80 a	15.00
" Shantung, ... "	15.20 a	16.00
" Bengal, ... "	11.00 a	14.50
ALUM, ... "	1.60 a	1.65
SAPPANWOOD, Japan white, ... "	4.20 a	4.50
" Black, ... "	3.30 a	3.50
RICE, Bengal, Cargo No. 1 ..... "	2.45 a	2.50
" " 2 ..... "	2.20 a	2.25
" Siam, white, ... "	1.85 a	1.90
" " middlemixed ..... "	1.70 a	1.75
" Manila, ... "	2.35 a	2.40
" Singapore, ... "	2.10 a	2.15
" Saigon, ... "	1.60 a	1.65
" Arracan, ... "	2.10 a	2.15
" Rangoon, ... "	2.35 a	2.40
SALTPETRE, ... "	5.80 a	6.40
COALS, African, ... per ton.		
" English steam, ... "	12.25 a	14.50
" American Anthracite, ... "	12.00 a	—
" Sydney, ... "	9.75 a	—
WINDOW GLASS ..... per box.	3.70 a	3.80
STRAITS PRODUCE, &c.,		
RATTANS, Straits, ... per pcl.	5.80 a	6.00
" Benjar, ... "	4.50 a	4.80
PEPPER White, ... "	18.00 a	19.00
" Black, ... "	12.50 a	12.80
BETEL NUT, ... "	3.50 a	4.25
SANDAL WOOD Malabar, ... "	3.80 a	4.20
" South Seas, ... "	17.50 a	19.00
SAPAN WOOD, Manila, ... "	1.70 a	2.10
" Siam, ... "	2.50 a	2.75
FLOUR, California, per sack of 50 lbs.....	1.20 a	1.50
" American, per barrel of 200 lbs.....	6.50 a	6.65
WHEAT, Tientsin, ... per pcl.	1.80 a	1.95
" California, ... "	2.25 a	2.30
SUGAR, Canton white, 1 a 3 ..... "	6.00 a	6.50
" " Dk. Brown, ... "	3.50 a	3.70
" West Coast, Dk. Brown, ... "	3.25 a	3.30
" Manila, Dry White, ... "	4.40 a	4.50
" " Dk. Brown, ... "	3.75 a	3.90
CAMPHOR, packed, ... "	15.00 a	15.75
PEAS, White, ... "	1.85 a	1.88
" Green, ... "	1.90 a	2.25
" Black, ... "	1.75 a	1.80
" Yellow, ... "	1.50 a	1.55
MUSHROOMS, ... "	65.00 a	65.00
SEAWEED, Green, ... "	1.30 a	1.40
" Dry, ... "	2.70 a	2.80
MUSSELS, Dry Siam large, ... "	9.50 a	11.50
" " middle, ... "	7.75 a	8.20
" " Dried, small ..... "	5.20 a	5.75
VERMICELLI, Tientsin, ... "	6.80 a	7.40
BEES WAX, Japan, ... "	12.00 a	13.50
" Hankow, ... "	73.50 a	74.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Diaz		Span. str	269	D. Lapraik & Co	*Sunk*
Van Sire		Amr. str		P. M. S. S. Co	*On shore*
H. P. Molsen		Dan. str	880	Ah Yon	
C. F. Davis		Brit. str	1300	P. & O. S. N. Co	
Clancilly		Brit. str	581	Seey Shing	Saigon
Geo. Lee		Brit. str	1285	P. & O. S. N. Co	
Artadi		Span. str	222	Remedios & Co	Manila
Vicary		Brit. str	116	H. K. & W. Dk. Co	*Tug Flying*
Benning		Brit. str		A. Heard & Co., Agents	
Bell		Brit. str	290	Master	
Cary		Brit. str.	1050	A. Heard & Co., Agents	
Benning		Brit. str.	1061	A. Heard & Co., Agents	
		Span. str.	393	D. Lapraik & Co	*Sunk*
		Brit. str	46	H. K. & W'pda Dock Co	
M. Ugalde		Span. str.	602	Remedios & Co	Manila
Courtenay		Brit. str.	1414	Butterfield & Swire	Singapore, &c.
J. M. Rayner		Brit. str	761	Siemssen & Co	
Koch		Brit. str	606	Kwok Acheong	
W. H. Pooley		Brit. str	1600	P. & O. S. N. Co	Yokohama
E. Smith		Amr. str	280	Aug. Heard & Co	Macao
A. H. Benning		Brit. str	1890	A. Heard & Co., Agents	
Carroll		Brit. str	821	A. Heard & Co., Agents	
		Brit. str	101	Kwok Acheong	
J. F. Rice		Brit. str	1980	P. M. S. S. Co	Yokohama, &c.
		Brit. str	180	Kwok Acheong	
Cullen		Brit. str	233	Kwok Acheong	
W. H. Harvey		Brit. str	315	D. Lapraik & Co	Amoy, &c.

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Albay					
Alaska					
Asia					
Bombay					
Danube					
Delhi					
Emmy					
Fame					
Foiwan					
Hanying ‡					
Kintuan ‡					
Kiu-Kiang ‡					
Leonor					
Little Orphan					
Marchioness					
Nile					
Nonna					
Orient					
Pawnee					
Powan ‡					
Poyang §					
Sir J. Jeejeebhoy					
Vasco de Gama					
Yo-sai					
Yottung					
Yuen-tze-fee					
Allen Besse	Allen Noyes	Amr. bk	842	Arnhold, Karberg & Co	New York
Andreas	J. Peters	Ger. bk	423	Chinese	
Annie Gray	Moss	Brit. sh	726	Rozario & Co	
Anna	Torgensen	Swed. sch	162	Melchers & Co	
A. E. Vidal	Ahrlbeck	Ger. bk	329	Siemssen & Co	
Ardent	R. Clasper	Brit. bk	358	Vogel, Hagedorn & Co	London
Atlantic	Mellin	Brit. sh	1709	Order	
Blackburn	Blackburn	Brit. sh	887	Aug. Heard & Co	New York
Beemah	Worgitzky	Siam. bk	360	Chinese	
Burra Noorjee	A. Vidanarazago	Peru. sh	1552	Carlowitz & Co	Callao
Callao	Don Barredo	Span. bk	407	Remedios & Co	
Candelaria	Sorensen	Brit. bk	466	S. E. Burrows & Sons	
Chessing-mon	Carr	Brit. sh	916	Arnhold, Karberg & Co	
Chusan	Clyma	Brit. sh	943	Captain	Manila, &c.
Cicero		Port. bk	533		
Chateaubriand	Herve	Fren. bk	380	Carlowitz & Co	Bangkok
Charley	Palmquest	Brit. bk	259	Chinese	
Charlotte Andrews	Place	Brit. bk	356	Rozario & Co	*Repairing*
Chinamen	Mackenzie	Brit. bk	667	Wm. Pustau & Co	
Christiansaavn	Djorup	Dan. bk	241	John Burd & Co	Melbourne
Cito	Oberg	Ger. bk	216	Arnhold, Karberg & Co	Bangkok
Comet	Bray	Amr. sh	1157	Captain	
Coquette	Lauridsen	Ger. bk	283	Ed. Schellhass & Co	Port Elizabeth
Dan	Holberg	Swed. bg	246	Carlowitz & Co.	Bangkok
Ellen	Kindred	Brit. sh	499	Russell & Co	Sydney
Emigrante	L. Castaguino	Peru. sh	946	Wm. Pustau & Co	
Fabius	Stolze	Siam. sh	635	Chinese	
Faugh Balaugh	D. Rüle	Ger. bk	278	Carlowitz & Co	
France	V. Exmelin	Fren. bk	533	Order	Cebu, &c.
Frederick Tudor	Bearse	Amr. sh	1156	Russell & Co	San Francisco
Gloucester	Vincent	Brit. sh	526	Rozario & Co	Dunedin
Goliah	Andersen	Siam. bk	542	Chinese	
Henriette Behn	Wupper	Ger. bk	650	Wm. Pustau & Co	Manila, &c.
Jean Sands	Lefavour	Brit. sh	631	Aug. Heard & Co	
Juno	Blethen	Amr. bk	350	Captain	
Marina	F. Jean	Brit. bk	669	Wm. Pustau & Co	
Maria y Vicente	Santawloma	Span. bk	384	Remedios & Co	Manila
Medora	Petrie	Brit. bk	357	Olyphant & Co	
Morning Light	Chaston	Brit. sh	2377	Vogel, Hagedorn & Co	San Francisco
Norseman	Soderstrom	Siam. sh	701	Chinese	
Onward	Stimson	Brit. sh	606	Rozario & Co	
Prosperity	Möller	Siam. bk	474	Fung-fat-loong	
Radama	Boucher	Fren. sh	487	Carlowitz & Co	Callao
Ricca Genova	J. Cummins	Brit. sh	652	Arnhold, Karberg & Co	
Seaforth	Bernet	Siam. bk	311	Chinese	*Sunk*
Sea Waif	Korner	Amr. bk	273	Rozario & Co	
Shooting Star	Wm. Tait	Siam. sh	618	Chinese	
Sir Harry Parkes	Thos. Stephens	Brit. sh	806	Olyphant & Co	New York
Suwa	H. Warnken	Ger. bk	290	Jardine, Matheson & Co	
Talee	Hoffmann	Ger. bk	335	Siemssen & Co	
Therese	Jansen	Ger. bk	412	Wm. Pustau & Co	Hamburg
Titania	England	Brit. sh	979	Gilman & Co	
Vidal	Rondeau	Fren. bk	709	Melchers & Co	Saigon
Villa de Rivadavia	M. Camus	Span. bg	261	Brandao & Co	

RECEIVING VESSELS & HULKS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Mather	Pw. Mag.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

WHAMPOA.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin		Brit. str	69	Kwok Acheong	

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Albuera	Thomas	Brit. sh	774	Vogel, Hagedorn & Co	London
Guam	Caher	Brit. bk	298	Borneo Co. Limited	
Hans	Le Moult	Ger. bk	320	Vogel, Hagedorn & Co	New York
Kinfauns Castle	Jas. Dodds	Brit. sh	799	A. MacG. Heaton	London
Mathilda Atheling	Whereat	Brit. bk	676	A. MacG. Heaton	London

CANTON

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Alerta	Vogt	Brit. bk	421	Boyd & Co	
Burton Stather	Carphin	Brit. sch	178	Pasedag & Co	Singapore
Chinn	Rose	Ger. sch	392	Boyd & Co	
Eaglet	Nicol	Brit. bk	364	Br